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DUNLOP
DUNLOP CARRIES THE TRAFFIC.
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LONDON CHILDREN KILLED.

ANOTHER DISTRESSING TRAGEDY.

PETROL DRUM EXPLODES IN RAILWAY YARD.

PAISLEY FUNERALS.

London, Jan. 3.
Three London children are dead and three of their playmates are in hospital in a gravely critical condition as a result of a distressing accident in North London, for which the children appear to have been responsible.
They were all playing round a full petrol drum in the North of London when it suddenly exploded, killing one of them instantly and seriously injuring six others.
Two of them were so dreadfully injured that they died soon after admission to hospital. Three others are in a grave condition and are unconscious. The remaining child alone escaped really serious injury. He is conscious and retains a story which leaves little room for doubt as to the cause of the tragedy.
The little boy says that they were all playing with barrels in the railway goods yards at Holloway and they lighted a fire under the petrol drum.
Following upon the terrible disaster at Paisley on New Year's Eve this second tragic occurrence has caused a severe shock.

PAISLEY'S GRIEF.

The busy town of Paisley with its cotton mills and other industries were hushed today as, following a memorial service in Paisley Abbey, hearse and funeral corteges filed through the streets for five hours, bearing the remains of fifty victims of the cinema disaster to Hawkhead Cemetery for interment.
There were two long rows of little graves.
The bodies of twenty-six of the victims, who were Roman Catholics, had rested in churches throughout the night, sad-faced parents hovering in the vicinity.
Poignant scenes were observed at the graveyard which was crowded with sorrowing relatives, and the heart-rending task of burial was accentuated by the fact that two of the grave-diggers had lost children in the disaster.
Charles Dorrard, the manager of the Glen Cinema, who was arrested yesterday, was formally charged in the Police Court today and remanded in Police custody. The proceedings were private.—*Reuter.*

Mysterious Children's Disease.

Berlin, Jan. 3.
Fifty-two children have died within a very short period as the result of a mysterious infantile disease which has been sweeping the camp at Hammerstein where four thousand Mennonite refugees are in quarantine after being repatriated from Russia.
There are forty other cases of the disease in the camp and since the infection is a mystery, it is feared there will be other deaths. The disease is invariably a sequel to an attack of measles. The symptoms are high fever and inflammation of the cornea of the eye and the cheek.—*Reuter.*

COLONY'S FINANCES.

CREDIT BALANCE SLIGHTLY LOWER.
The Colony's financial returns show that on September 30th the credit balance was \$10,408,065, against \$10,615,619 at the end of August.
The revenue for the month was \$1,352,387, compared with \$1,607,671 for September, 1929, whilst the expenditure totalled \$1,559,941, against \$1,613,453 in the previous year.
For the first nine months of the year, the income was \$12,996,284, against \$17,440,476 in 1929, whilst the respective expenditure figures were \$14,579,852 and \$14,535,212.

DR. C.T. WANG MEETS PRESSMEN.

SAYS THE GOVERNMENT HAS WEATHERED STORMS.

FOREIGN OPINION.

Shanghai, Jan. 4.
Dr. C. T. Wang, the Foreign Minister, gave a luncheon to foreign and Chinese Pressmen at the Meiji Hotel yesterday.
In the course of a New Year message, Dr. Wang stressed the point that the Central Government was in a stronger position than ever before, having weathered the storms with which it had recently been faced.
Dr. Wang further said he appreciated the goodwill and sympathy of the Powers, and hoped for the restoration of full sovereignty to China. He appealed to the nation to rally round the Government.
Mr. O. M. Green, editor of the *North China Daily News*, in replying on behalf of the foreign Pressmen, suggested that China was, perhaps, moving too fast, though he admitted that progress had been made, despite some disappointments.
Mr. Green eulogised Marshal Chiang Kai-shek's decision to permit freedom to the Press.—*Our Own Correspondent.*

ANTI-FASCIST PLOTS IN FRANCE.

WIDESPREAD ACTIVITY BY THE POLICE.

Paris, Jan. 3.
Widespread police activity has followed the arrest of the three Italian anti-Fascist intellectuals referred to yesterday. These are Sardelli, an ex-Deputy; Tarchiani, former editor of the *Corriere del Lavoro*, and Cinnia, a prominent journalist.
The arrests were made following the discovery of a huge quantity of high explosives at their home, and it is believed that the discovery will lead to the disclosure of a vast anti-Fascist plot.
Police, armed with search warrants, were despatched to all points where anti-Fascism is suspected, specially to Marseilles and Besancon, and the whole Italian frontier.
The greatest discretion is, however, being maintained.—*Reuter.*

CANTON STEAMERS DELAYED.

ONE VESSEL GOES AGROUND

Canton, Jan. 3.
Owing to the fog in the river, all the Hongkong steamers came in very late this morning. Most of them were close on five hours late, arriving between 10 and 11 o'clock instead of at 6.30 as usual.
The s.s. Tin Yat ran aground just below Whampoa on a mud island, and, as far as is known, she is still fast ashore. The place where she went aground is known to be infested with pirates, but fortunately a Chinese gunboat passed a few minutes after she was on the mud and stood by for some time. Later a large Chinese gunboat arrived on the scene and is now standing by. It is hoped that the Tin Yat will float off at high tide.—*Our Own Correspondent.*

PROBLEM OF PORT LABOUR.

BRITISH COMMITTEE MAKING ENQUIRIES.

London, Jan. 3.
At the request of the Minister of Labour, a Committee under the chairmanship of Sir Donald Maclean is engaged in enquiries in connexion with problem of port labour.
These enquiries have as their object the co-ordination and extension of registration schemes and other measures for decasualising port labour.
The Committee has already issued two interim reports and has also communicated with various ports, urging the adoption of certain measures.—*British Wireless.*

SHANGHAI SHARE COLLAPSE.

ADJUSTMENT SEEMS SUCCESSFUL.

ACTION TAKEN AGAINST FOUR BROKERS.

COMMISSION TO SIT.

Shanghai, Jan. 3.
It cannot be said that the December Settlement of the Shanghai Stock Exchange has yet been completed, though the adjustment process has proceeded a long way. Never before has such a difficult period been experienced in Shanghai and members and Committee have had many anxious conferences, one of them lasting until four o'clock in the morning.
The Stock Exchange to-day expelled two brokers, Mr. Douglas Fleming and Mr. Leslie Lewis, both of whom were unable to meet their commitments, and also issued orders of suspension in the case of two others, Mr. Jack Behar and Mr. Charles White.
Thirty days' grace has been given in each case for them to meet their obligations.
Drafting New Rules.
It is understood that plans have been drawn up for the re-drafting of the rules of the Exchange, and a Commission, including representatives of the leading Banks, will meet shortly to consider the whole aspect of brokerage transactions with a view to revising methods.
In connexion with the December crash, the Committee has shown leniency in respect of those brokers who have been able to prove that they are genuine victims of defaulting clients.
Brokers Speculating.
The Committee has, however, expelled all those who were found to have been speculating on their own initiative, thus causing the dissolution of the Settlement.
On the Market these days, there is a better feeling, and it is pretty clear now that the investing section of Shanghai's population had not suffered such heavy losses as were originally anticipated.
It is evident, in fact, that the process of "fixing things up" began before "Settlement Day." Difficulties were anticipated simply because the November settlement did not go through just in the way that was desirable, though an endeavour seems to have been made to persuade the public that everything had passed off satisfactorily.
Newspaper Criticism.
The *North China Daily News* in a recent leader on the subject, said that the only thing that the Exchange went through in November was a very bad time, and in December, as anticipated, Settlement Day was even less enjoyable.
Regarding the amalgamation of the two exchanges, to which the crash is attributed in some circles, the journal says that it is possible to believe that eventually this will be for the good of everyone, especially when the more conservative elements obtain that position of influence which they ought to secure.
Damage Done.
It is added, however, that the policy of an Exchange which does not place a curb on dealings of the kind with which the December Settlement is stated to be replete, is one which does the foreign community in China no small amount of harm. The gambling institutions in Shanghai, which were closed recently, were, says the *N.C.D. News*, run on better lines than many of the transactions involved in the present alleged settlement.—*Our Own Correspondent.*

FINE WEATHER.

THE PRINCE SAILS FOR AFRICA.

CORDIAL SEND-OFF IN LONDON AND SOUTHAMPTON.

HALF A GALE BLOWING

London, Jan. 3.
The Prince of Wales had an exceedingly cordial send-off when he left to-day for East Africa, via Cape Town, to resume the big game hunting expedition which was interrupted by the King's illness last year.
His departure was marked by no formality whatever, but when he left St. James's Palace, and again at Waterloo Station, large crowds cheered him.
His brothers, the Duke of Gloucester and Prince George, and Princess Louise, were among the party at the station to bid him farewell.
By his own wish, the Prince travelled from Waterloo to Southampton as an ordinary passenger.
At Southampton, His Royal Highness was greeted by the Mayor, who wished him a happy journey and good sport.
The Prince smilingly thanked him and then, followed by his equerries, hurried to the gangway of the liner, *Kentworth Castle*. He was received aboard by the Captain who conducted him to his sitting room on the promenade deck.
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IMPERIAL CO-OPERATION URGED BY COMMITTEE.

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The Chairman, Sir Napier Shaw, in a covering letter, draws attention to the importance and gathering hopes of Imperial co-operation. He hopes that the recommendations will enable co-operation to be secured and that it will be further developed with increasingly fruitful results throughout the Empire.—*Reuter.*

WEST RIVER LAUNCH COLLISION.

COXSAIN AND PILOT DETAINED.

News has been received in the Colony to the effect that the coxswain and pilot of the Hongkong launch *Tung On* are still being detained by the authorities at Wuhoh. The Customs office there has received orders not to clear the launch until a settlement of the case has been reached.
It will be recalled that the *Tung On* recently collided with and sank a Chinese launch, which had been commandeered by the military at Shuhing, on the river near Canton.

GENERAL SMUTS IN MONTREAL.

REMARKABLE SPEECH ON BRITISH EMPIRE.

UNIQUE INSTITUTION OF INESTIMABLE VALUE.

PLEA FOR SOLIDARITY.

London, Jan. 3.
A brilliant eulogy of the British Empire and of its aims and possibilities in the world of to-day was delivered by General Smuts, the famous South African statesman, at a luncheon given by the Canadian Club at Montreal.
One of the most remarkable speeches ever made on the subject in the famous Club, it was the more remarkable coming from a man, who, as he himself pointed out, spent some of the best years of his life in opposing the British flag.
General Smuts is engaged on a three weeks' tour of Canada and the United States and he will lecture extensively on the League of Nations and the British Empire.
Unique Characteristic.
Addressing the members of the Canadian Club yesterday, he said he felt that it was the most unique characteristic of the British Empire that it had always given scope and offered bigger opportunities to small peoples as no empire of the past had ever done.
The British Empire, General Smuts went on, had deliberately set itself to encourage a variety of types and institutions, and to produce a great interwoven pattern in which scope was left for every kind of diversity.
No Better System.
Since, for the smaller peoples, there could be no better or more beneficent system, he held that they should be foremost in preserving it, as a guarantee for their liberties and privileges, such as they could secure by no other agency.
He claimed that the Empire had served as a working model for the League of Nations and he expressed his belief that the existence of the Empire was the best augury for the permanent success of the League of Nations, which was achieving invaluable results.
Closer Co-operation.
Continuing, General Smuts said that the last ten years had been spent in elaborating the status of the Dominions and securing for them constitutional equality with the Mother Country, and the help and good will of the British statesmen of all parties had always been available.
But this achievement, he added, was only half the battle.
He urged that the next ten years might be given over with the same zeal to the achievement of closer co-operation and real solidarity in policy.
Inestimable Value.
He made this plea as a man who had given some of the best years of his life in fighting to escape from the British flag, and he spoke as no lover of Imperialism as a doctrine.
But he felt the British Empire was an institution of a unique type and of inestimable value and that its citizens would show little evidence of political sagacity and foresight if they did not hand it on undiminished in vigour to their children; so that it might play an even more beneficent part in the world's affairs than it had already done.—*British Wireless.*

BIG BLAZE OCCURS IN WASHINGTON.

IN ARCHIVES ROOM OF HOUSE OF REPRESENTATIVES.

VISIBLE A MILE AWAY.

Washington, Jan. 3.
Fire broke out in the Archives Room of the House of Representatives this evening. The flames and smoke were visible a mile away.
A general fire alarm was sounded, and, in response thereto, fire engines raced down Pennsylvania Avenue to cope with the blaze.
It will be recalled that on Christmas Day a serious fire broke out at the White House, completely destroying the Presidential Executive Office, and causing damage estimated at \$500,000.—*Reuter's American Service.*

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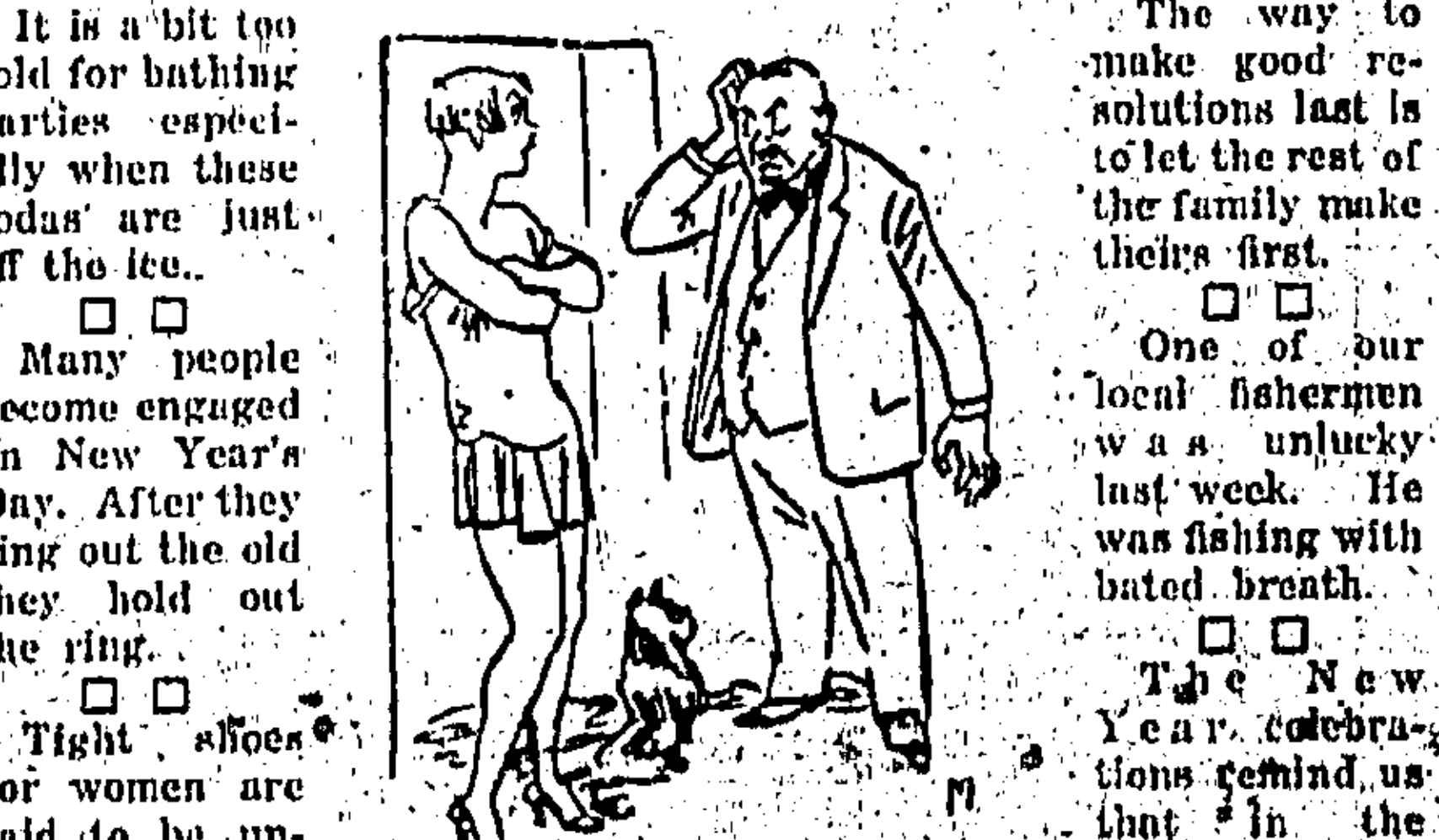
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Bulls and Innors

From the Office Butts.

"Investor."—We understand that there may be a mild boom in Shanghai shares in new season. We know as man-Hoovers!
Local newspaper heading—"Mustapha Kemal Like Amantullah?" We trust so!
When people are making money they call them "stocks and shares." When they lose—"shocks and snares!"
To be born in Hongkong with a silver spoon in the mouth at a one-and-seven-penny dollar, is just about the last straw of poverty-stricken helplessness!
The curious thing about the average "woman" is the knack she has of matching shades of colour yet when driving a car cannot discern the difference between red and green.
An Aberdonian living in Canton is delighted to learn that, as from January 1st, there's to be free speech in China.
People who assert that Hongkong stands solid on a silver basis wouldn't know the difference between Gibraltar and quicksand!
It is a bit too cold for bathing parties especially when these sodas are just off the ice.
Many people become engaged on New Year's Day. After they ring out the old they hold out the ring.
Tight shoes for women are said to be unfashionable this winter, but no doubt some other form of discomfort will take their place.
Looping the loop stunts lots of air careers.
A thought for the New Year.—To make money last year you must make it first.
The woman who marries a man to mend his ways usually ends up mending his clothes.
MacWhirter says that lots of people who have never used a typewriter know all about the touch system.
A campaign for the expression of individualism in men's clothing has started in London. We've seen the same sort of thing in operation at Fanning.
Modern women's dress may have fewer hooks, but it attracts more eyes.
We regret to announce that a local resident during the New Year holiday fell down not-with-standing.
There is no truth in the rumour that Circumference du Tong, the popular Kowloon mare, is to run in the next Race Meeting.
A purist complains that habitual use of the telephone is ruining the English language. People are becoming too phoney for words.
Shop Early! Only 355 days to Christmas.
There were reports of a slight earthquake in Kowloon on the last day of the Old Year, but enquiries showed that it was only the family moving out of a top flat.
New Definition.—An agnostic is a man who asserts that he knows nothing, but who loses his temper if you agree with him.
Kowloon motorists looking for a parking spot may be interested to hear that there are only 20,000 cars in the whole of China.
It was perhaps somewhat appropriate that a New Year's Eve lamp was put up in America.
Shuts in America says in headline "We trust the prospect for the country is not a dark one." We sympathise with the fellow resident who was annoyed because the cat ate his turkey. Doubtless he never saw a turkey before.



"What? You have nothing to wear? Why, I brought you a new dress for Christmas." "But you can't expect me to go out wearing a last year's dress!"
An Iowa woman had three husbands within 10 months. She must be getting ready to move to Hollywood.
Probably there is a bicycle pump in the studio of the photographer who advertised in a Shanghai paper:—"We Will Enlarge Your Baby for \$2."
A DOLLAR DITTY.
Sing a song of fourpence gone, And pockets full of cunts; Four and twenty pence there were, The pie has gone to bits! Yet some there are who ate the pie And also got the plum; But think of all the multitude Who found they had been done. So here's a song of fourpence gone, A dollar fallen low, With loss of trade and bankruptcy And more pence yet to go: So if you're feeling dollar-ous There's nothing to be done, A year has passed unheeded And another's come unsung!
For every ball that's held on New Year's Eve, a number of heads are held the next morning.
Ring out the old year, and ring in the new! Ring your silver dollars, if you've nothing else to do!
This week's health return shows there has been a very heavy mortality among "farmyard" products. There has also been an unusually large number of cases of bottle-ism. Consumption has been very prevalent, with a consequent reduction of spirits.
Some people are just beginning to realise that last month was a S. December.
It is not to be wondered at that the local angler who boasts of having caught a 9lb. 10oz. carp from Tytan, tells the story with a parking spot in his voice!
A scientist asserts that electricity was known centuries ago.
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22, Des Vaux Road, C. (Tel. C. 1856)

CIGARS

PRETTY WEDDING.

HONGKONG JOCKEY MARRIED IN SHANGHAI.

A very pretty wedding was solemnized at Holy Trinity Cathedral, Shanghai, on December 30, Dean Trivett officiating, of Miss Lucy Margaret ("Peggy") Wright, daughter of Mr. R. T. Wright, late manager of the Hongkong & Shanghai Banking Corporation, Yokohama, and Mrs. Wright, of Barton End, Alton, Hants, to Mr. David Locke Newbigging, of the Hongkong office of Messrs. Jardine, Matheson & Co. The civil service was held in the morning in H. M. Consulate-General before Mr. A. P. Blunt, C.M.G.

The bride, who was born in the East, is well-known in Shanghai and in Yokohama, which city she left in 1925. She arrived from Home on Christmas Eve.

The groom is also very well-known in Shanghai, having been associated with Ewo for many years. He has always taken a keen interest in paper hunting, steeple-chasing and polo, being a member of the Interport team. He was also a keen volunteer, being a member of the Light Horse.

At the Cathedral, the bride who was given away by Mr. A. B. Lawson, was dressed charmingly in white satin gown and a veil of tulle and she carried a bouquet of orange blossoms. She was attended by the Misses Isabelle Lawson, Katherine Henchman, Joy de Courcy, Corinne Lloyd, and Joan Staggs, and Mrs. A. B. Lawson, who acted as matron of honour. The chief bridesmaid wore a powder blue georgette costume and a blue Bangkok straw hat. She carried a bouquet of pink carnations. The other maids wore long blue ruffled dresses with bouquets to match. Mr. W. J. Kewick acted as best man and the ushers were Messrs. F. A. Pollock, G. H. Bowker, H. G. Robinson and J. Caldwell.

Following the service at the Cathedral, a reception was held in the home of Mr. A. B. Lawson, 252 Bubbling Well Road, where toasts were drunk to the happy couple. Mrs. Lawson received her guests in a green lace frock, cut on long, trailing lines.

TEN BELIEVED DEAD.

FILM PARTY KILLED IN AIR COLLISION.

Santa Monica (Cal.) Jan. 3.

Two air liners, each believed to be carrying five persons, collided three miles from land and plunged into the sea. It is feared that all ten occupants were killed, including the film director, Mr. Kenneth Hawks. The machines were engaged in the production of a film entitled "Such Men are Dangerous."

Three Bodies Recovered.

Santa Monica, later.

Hitherto three bodies have been recovered. They are those of cameramen who were catapulted from the planes at the time of the collision.

The planes were preparing to swoop down after a parachutist as he leapt from a third plane to enable the cameramen to photograph him as he struck the water. The third plane was not involved in the crash.

After the collision the "two planes (in which it is confirmed there were ten people, including Hawks) plunged like flaming comets three thousand feet to the sea.

The parachute descent was staged as an incident in a film centring on the life of the late Mr. Alfred Lowenstein, the Belgian financier, who fell out of his private plane while over the English Channel.—Reuter's American Service.

LATE SERVICE NEWS.

ITEMS OF INTEREST TO CHINA STATION.

It has just been announced that among the supply chief petty officers or petty officers who were successful at the examination for Warrant Supply Officer held in July last were W. E. Woods, of H.M.S. Bee, and G. B. Jess, of H.M.S. Castor.

Salvage Money.

News has just been received from Home that the award of salvage money on account of the s.s. Sui Tai, which was burnt out at her wharf in Hongkong on August 24, 1928, is now ready for distribution in the department of the Accountant-General of the Navy. The two naval tugs Alliance and Cherub are entitled to this salvage money, and the amounts due to individuals in the various classes range from £2 1s. 11d. to 4s. 2d.

China Station Cruisers.

The rest of the cruiser Cumberland, Captain L. F. Potter, at Chatham Dockyard is ordered to be completed on February 28. Before the ship can return to her station in China the second of the class, H.M.S. Berwick, Captain E. G. Robinson, V.C., O.B.E., will have left to return home to refit and recommission. Similarly, before the Berwick can return H.M.S. Suffolk, Captain G. S. Arbuthnot, D.S.O., is ordered to leave Hongkong on June 15, 1930, for home. Owing to the necessity of bringing home these cruisers, the Fifth Cruiser Squadron in China will for the next 18 months or more consist of only three or four ships instead of the usual five. The development of the base at Singapore would obviate the necessity of bringing home the ships for refit.

Stokers and Electricity.

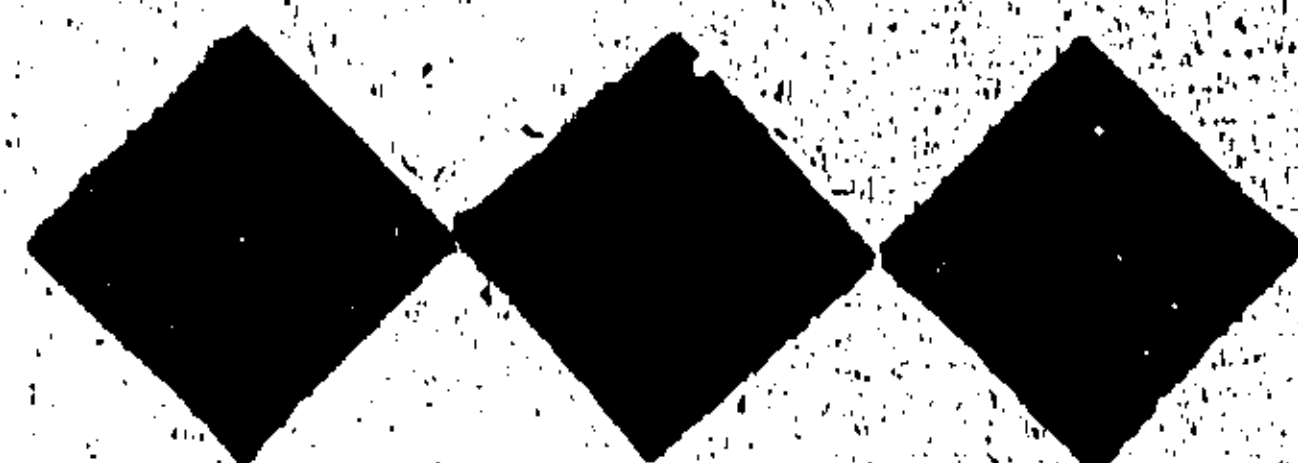
It has been decided to give instruction to the stoker ratings of ships at sea in the electrical installations of their vessels. The training of stokers, 1st class, in high-power electricity is to begin at once in all battleships, battle cruisers, large aircraft carriers, and cruisers in full commission. The syllabus of a 10 days' course is issued in current fleet orders. Training classes are to consist of four stokers in heavy ships; and two or three in cruisers, and as far as possible are to be continuous. The examination at the end of each course is considered important, and ratings who show special aptitude are to be noted.

U. S. Aircraft Carriers.

In a recent broadcast address from Pittsburgh, on the occasion of the birthday of Commander R. E. Byrd, U.S.N., Rear-Admiral W. A. Moffett, Chief of the Bureau of Naval Aeronautics in the United States Navy Department, expressed the view that aircraft carriers were the most valuable vessels in the Navy to-day. The Lexington and the Saratoga had been in commission for a year, and valuable experience had been gained with them in the use of large numbers of aircraft with the Fleet, especially in strategical and tactical manoeuvres. Last year 84 aircraft took off from the Saratoga at 3.40 in the morning, 140 nautical miles from the Canal, and succeeded in attacking it and returning to the ship without a casualty. The Department has asked for five carriers of 13,800 tons; one has been authorized, and Rear-Admiral Moffett hopes the others will be granted soon.

THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.
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WELL MATURED IN WOOD. VERY POPULAR AT
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A GLASS OF FINDLATER'S PORT IS A PERFECT FINISH TO A GOOD DINNER.

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SPECIALISTS IN THE LATEST AND BEST HOSIERY STYLES.

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Lung trouble

can often be avoided by the timely use of SCOTT'S Emulsion which is widely prescribed in all affections of the throat and chest. Ask for

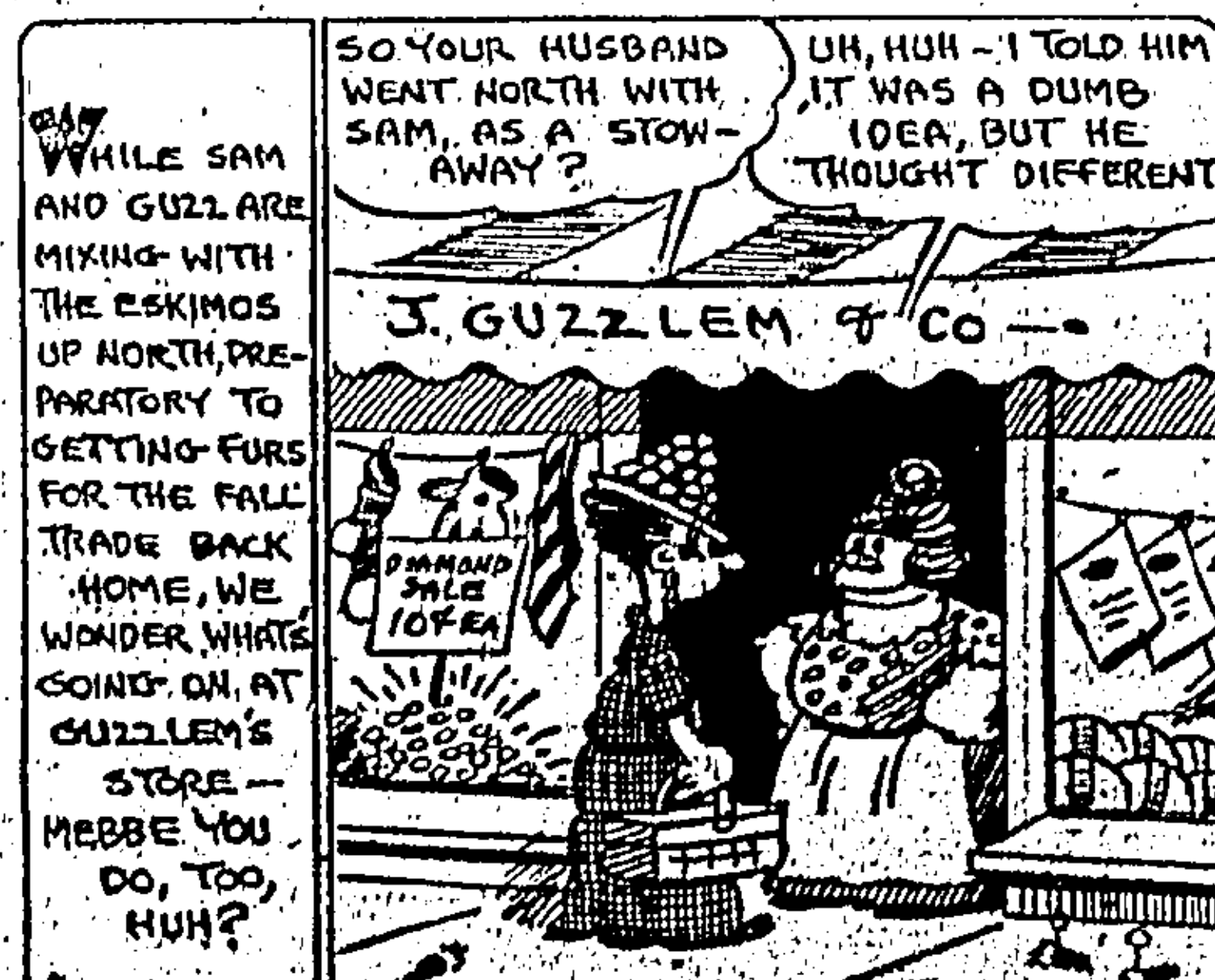


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NERVES AND SLEEPLESSNESS *be rid of them now!*

Neurasthenia—tropical neurasthenia—nerves—there are many names for the cause of depression, irritability, insomnia. There is only one permanent remedy, and that is food. Starved nerve cells are the chief trouble. End the trouble for good by nourishing those nerves with the unique food in Glax-Ovo, the delicious tonic beverage. The vital element in Glax-Ovo that you do not get in ordinary food is a vitamin D concentrate. This vitamin controls the supply

of the special food that the nerve cells use. It is skillfully blended with rich milk, malt extract and chocolate to make Glax-Ovo a nutritious food-drink, most delicious in flavour.

Try taking a soothing cup of Glax-Ovo last thing at night for a while. You will be surprised to find how restfully you sleep, and how invigorated you feel next day. Nerves and sleeplessness must be remedied without delay—so take action now—get a tin of Glax-Ovo.

GLAX-OVO

The vitamin food-drink for men, women and children.

NEEDS NO MILK—THERE'S PLENTY IN IT:
ONLY HOT WATER—MADE IN A MINUTE.

Agents: W. R. LOXLEY & CO., HONG KONG.

Send 10 cent stamp for sample and booklet.

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3 Tablets of



Magnesium Perhydrol
"MERCK"

Relieves the distressing symptoms of nausea, heartburn, flatulence, and all other stomach troubles. Your doctor recommends it.

From all chemists and stores in powder and tablets.

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THE NEW SILENT KELVINATOR

SO SILENT.....so startlingly quiet even in starting.....that you will watch this new Kelvinator and wonder whether it is running.

AND coupled to silence, a host of tested, proven features including the Cold Keeper for quick freezing of desserts, etc.

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Agents—REISS, MASSEY & CO., LTD.
EXCHANGE BUILDING.....Tel. C. 873.

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WHITEAWAY, LAIDLAW & Co., Ltd.

FURNISHING DEPARTMENT,

AND AT

THE HONGKONG ELECTRIC CO.
SHOWROOM.

BEAT BY POLICE.

PRISONER'S ALLEGATIONS IN COURT.

An unusual incident marked the continued hearing of the case against a Chinese foki of the Lee Fung Hing firm, of Nam Pak Hong, who is charged with the possession and uttering of six forged \$500 Chartered Bank notes, before Mr. Grantham at the Central Magistracy yesterday afternoon, when Doctor A. Cannon, who appeared to give evidence on behalf of the defence, said that he could not identify the defendant as the man he had examined in the gaol, unless he had his clothes off. In order to meet this unlooked for contingency, the Magistrate ordered the man to go to the room adjoining the Court and there to disrobe so that the Doctor might see him.

When Doctor Cannon returned from his inspection, he said that he recognised the man, but he had grown stouter since the last time he saw him.

At the previous hearing, the defendant gave his testimony, during which he made certain allegations against the police that they had hit him over the chest and on the knees with a ruler, whilst he complained that Sergeant Kennedy hit him whilst he was squatting down, and then kicked him as he lay on the ground.

Cross-Examination.

The defendant, was subjected to a searching cross-examination by Mr. H. J. Armstrong, in the course of which the following questions and answers were made:

Mr. Armstrong:—Do you say that Shui On Wing has probably trumped up this charge against you?—Yes.

Have you ever had a quarrel with Shui On Wing?—No, I have never quarrelled with him.

Can you give any reason why he should bring this false charge against you?—I cannot say.

You say that all the persons who have witnessed against you have told trumped-up stories?—Yes.

Do you realise that ten witnesses have given evidence which conflicts materially with what you have said?—Some of the witnesses have been telling the truth and some have not. Partly truth and partly not.

In fact they have been lying?—No, I won't say they have all been lies.

How many people passed through the Detective's office whilst you were there?—I don't know how many, but they were all policemen.

Referring to the allegations made by the defendant, at the previous hearing that a Chinese constable assaulted him by striking him with a ruler and kicking him whilst he was on the ground, Mr. Armstrong asked: When you were struck, did you cry out?—At the first two blows I called out

"Save life," and then I was threatened that if I called out again I should get more severe blows. Where did Sergeant Kennedy hit you?—He slapped my face and kicked me whilst I was squatting down. I did not feel much pain from the blows from Sergeant Kennedy.

Did he use a ruler?—No. You were hit on the chest?—Yes, on both sides.

Did you show the marks or the bruises to the European Sergeant?—Yes.

What did he say?—He did not say anything.

What colour were the bruises?—They were red and swollen up.

When did you first ask to see the doctor?—As soon as I was admitted to the gaol. He then examined me.

In further cross-examination, defendant said that he was examined by the doctor on November 7th, 10th and 11th.

Doctor Finds Bruises.

Dr. A. Cannon, M.O.H., at the Victoria Gaol, next gave evidence, and, when asked if he recognised the defendant, thought hard for two minutes and then replied that he would not like to say whether he did or did not. He generally saw them without their clothes on.

The Magistrate:—Perhaps that can be arranged. It is an important point.

To the Doctor:—You say you can't recognise him?—No, not with his full kit on.

Mr. Leo d'Almada, Jr.:—Would you recognise him without clothes?—Yes.

Then I suggest that he is taken to the room adjoining and that you identify him without his clothes.

This was done and when the Doctor returned he said that he did recognise the man, but he had got a lot stouter since the last time he saw him.

Continuing, the witness said that he carried out an examination of the defendant sometime last month and that the report (produced) was the result of that examination. He then found that there were bruises on the breast bone level with the third and fourth ribs, the lower bruise being 2½ inches long and the upper one extended for 1½ inches. On the outside of the left knee was a purple bruise and three bruises of a similar colour on the outside of the right knee. The colour of the chest bruises were yellow.

Mr. d'Almada:—Did you hear any explanation as to these bruises?—I usually ask the prisoner what accounts for them, and as usual the story is that they have been struck by the police.

You say that is the usual story. Does that mean that you get frequent complaints that prisoners have been struck by the police?—Oh yes, even when it is proved that they have not. These complaints sometimes come in batches of three and four a day. You find they are like diseases, they come in cycles. You get prisoners making such complaints for about a month and

then there is a lapse. That has been my experience.

The complaint by the defendant was made after the examination?—I asked the defendant after the examination.

Are the bruises consistent with his story?—Yes, they might have been.

Would you say that the bruises could have resulted from the defendant falling down?—No, because they are on the outside. He would have had to have two falls from opposite angles to account for them.

Judging from the bruises, can you gain any idea as to the posture of the man when inflicted?—Yes, I should say he was in a crouching position.

Do you think the bruises could have been self-inflicted?—No.

Can you give some idea as to what weapon was used?—It would certainly be a bluntness weapon. The bruises on the leg would be caused by a bluntness and hard weapon, probably a big round ruler. Would the bruises on the chest be caused by the same object?—No, they would be caused by something softer, such as a fist.

Would those blows have inflicted great pain?—That depends largely on the temperament of the person. I should think that a nervous type of person such as the defendant would feel more pain than a person of my calibre.

Mr. Armstrong, in cross-examination asked the doctor if the outside of the knee was a very painful part of the person?—That part is, if you have been hit by a cricket ball there, you can pretty well be knocked out for a whole afternoon.

Would you say it was a notably painful spot?—No. There are other parts of the body which are more painful, as you probably know.

This concluded the doctor's evidence and the proceedings were adjourned.

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THE SIMPLIFIED LINE

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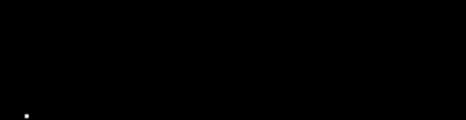
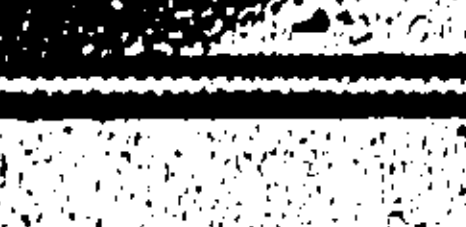
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1930

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1878

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Coates
ORIGINAL

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OBTAINABLE

EVERYWHERE.

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25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

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POSITION WANTED.

YOUNG ENGLISH LADY desires position as Shop Assistant. Write Box No. 610, care of "Hongkong Telegraph."

FOR SALE.

Offers invited for **DESIRABLE RESIDENCE** in Peak District (near Motor Road). Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc. Write: Box No. 564, care of "Hongkong Telegraph."

FOR SALE.—A Valuable Short Wave Set in Cabinet, receiver, Chalmersford. Any reasonable offer. Write Box 611, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

Office (2 Rooms) to be let from 1st January, 1930, in Hongkong Club (Annex). Apply Secretary, Hongkong Club.

OFFICE TO LET.—Des Voeux Road Central comprising spacious general office and two private offices. Apply DENISON RAM & GIBBS, 8A, Des Voeux Road Central.

MASSEUR R. SHIMIDZU. ASSEUSE S. HONDA. ASSEUSE S. KISAKI.

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ORCHESTRAL INSTRUMENTS—LOW PRICE.

- 1.—Conn Set of 2 Clarinets, B—flat & A, in one case—\$100.00 the set.
- 1.—French Conservatoire Model Oboe—\$80.00.
- 2.—Conn Mellophones (Horn) in F, E—flat, D & C—\$180.00 the pair.
- 1.—Conn Artist's Model Tenor Slide Trombone, 6½" bell—\$80.00.
- 1.—Grand Rapids Tenor Slide Trombone, 7" bell—\$40.00.
- 1.—Conn Italian Model Tenor Valve Trombone, 7" bell—\$70.00.
- 1.—Conn E—flat Standard Upright Bass, 16" bell—\$150.00.
- 1.—Bacon Tenor Banjo in case—\$45.00.

All instruments are heavily silver plated, sand blast velvet finish, bell richly engraved, inside of bell gold plated, burnished, engraving background, keys, posts, and ferrules hand burnished, keys inlaid with pearl and pearl rollers. Each instrument is fitted in velvet lined Keratol case.

The above instruments are in good condition and are being disposed of as Amateur Orchestra has been disbanded.

APPLY

D. S. HILL,

Hongkong Electric Co., Generating Station, North Point.

NOTICE.

The undermentioned Cargo has been lying at Messrs. Holt's Wharf, Kowloon, undelivered, and unless delivery is taken or claimed on or before 31st January, 1930, Consignees and/or others interested therein are hereby notified that same will be sold by Public Auction to defray storage and other charges due.

Bill of Lading.	Mark & Numbers.	Description of cargo.	ex S. S.
Antwerp No. 1	W	10 Cases Window Glass	"City of Tokio" arrived 16.7.29
No. 2	Hongkong	2 " Plate	
No. 3		3 pkgs. Disassembled Trucks	do
No. 4		4 " Turn Tables	do
No. 5	White	3400 Pieces Rails	do
No. 6	K. C. L.	162 Bundles Fish Plate	do
No. 7	Hongkong	3 Cases Cramps	do
No. 8		24 Bags Bolts	do

THE BANK LINE LIMITED.
Hongkong.

Hongkong, 31st December, 1929.

Very Newest

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Smart Fabric Gloves

New glove styles that give just the right effect of smartness to the suit or dress—and at these specially moderate prices

\$1.00 Upwards.

THE
HONGKONG BARGAIN HOUSE.

16, Queen's Road, Central.

Two doors away from Kayamally's.

New Advertisements

HONGKONG JOCKEY CLUB.

Annual Race Meeting.
22nd, 24th, 25th, 26th February
& 1st March, 1930.

Draft Programmes are now ready and may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.
Hongkong, 2nd January, 1930.

CHURCH NOTICES.

Second Sunday After Christmas.

LOCAL SERVICE.

St. John's Cathedral, Hong Kong.
January 5th, 1930, Second Sunday after Christmas. Holy Communion, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins and Sermon, 11 a.m. Preacher: The Dean. Holy Communion, 12.15 p.m. Evensong, 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road, Hongkong. Sunday, 5th January, 1930. Sunday Schools, Kennedy Road, 10 a.m. Taikoo, 3 p.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 321, 702, 602, 143, 604. After the morning service the Communion of the Lord's Supper will be observed. Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Hymns, 700, 75, 520, 169 and 336.

QUEEN'S

THE VIKING IS HERE



100% TECHNICOLOUR
TO-DAY ONLY.

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SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS. with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—
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PRINTING PRESS
AGENTS FOR

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TO WHOM ALL LOCAL
ENQUIRIES SHOULD BE
ADDRESSED.

LAMMERT'S AUCTIONS.

IN THE SUPREME COURT OF HONG KONG ORIGINAL JURISDICTION.

ACTION NO. 8 OF 1928.

BETWEEN

TAK ON TONG alias CHEUNG TAK ON Plaintiff

AND

THE CHING SHAN BRICKS MANUFACTURING CO. LAI HIN MAN and TSOI PO TIN partners therein Defendants.

PARTICULARS AND CONDITIONS OF SALE

First Defendants' valuable leasehold properties situate at The New Territories in the Colony of Hong Kong.

And known as

Lots Nos. 373B, 375B, 376, 377, 380, 382, 516, 517 and 520 in Demarcation District No. 131 in New Territories in the Colony of Hong Kong.

To be sold by Order of the Court made in the above action

by

PUBLIC AUCTION

on Friday,

the 10th day of January, 1930,

at 3 o'clock in the afternoon,

by

MESSRS. LAMMERT BROTHERS, Auctioneers,

at their Sales Room, No. 5, Duddell Street.

The properties consist of:—

All Those pieces or parcels of ground situate lying and being at the New Territories aforesaid and known and registered in the District Office (North) Tai Po, New Territories aforesaid as Lots Nos. 373B, 375B, 376, 377, 380, 382, 516, 517 and 520 in Demarcation District No. 131 in New Territories aforesaid together with the messuages, erections and buildings thereon. The properties are held for the residues of the terms of years created by the Crown Leases thereof.

For further particulars apply to:—

MESSRS. LO and LO,
Vendor's Solicitors
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No. 5, Duddell Street.

Dated the 3rd day of January, 1930.

MESSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse
37, Queen's Road C., 2nd floor.

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Crepe de Chine Hand Embroidered
Undies (3-Pc. Set).....\$15.00
do do Pyjamas.....\$ 7.50

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Best Quality Silk Shirts.....\$ 3.00
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TAJAMAHAL
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5, Flower Street
(Opposite China Mail)

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY,

the 10th January, 1930, commencing at 11 a.m., at No. 8 Granville Road (Second Floor).

A Quantity of Valuable Household Furniture.

Catalogue will be issued.

On view from Thursday, the 9th January, 1930, (from 10 a.m.).

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.
Hongkong, Jan. 3, 1930.

PORT OF LONDON.

BIG GROWTH OF TRAFFIC IS DISCLOSED.

London, Jan. 3.

The Port of London has during the past year broken all its previous records for shipping traffic.

Figures just issued covering the eight months from April to November, 1929, show that in that period the total tonnage of shipping that arrived and left the port was nearly 40,000,000 tons. This was 5.6 per cent. more than in the similar period last year which was itself a record.

This year it is estimated that the net registered tonnage of shipping handled at the docks of the Port of London will reach the record amount of 60,000,000 tons as against that of 55,000,000 tons last year.

In the past thirty years the value of imports and exports in and out of the port have jumped from £267,000,000 to over £700,000,000. The port's increase has been mainly in cargo as distinct from passenger traffic, but the port authorities, by enlarging dock accommodation and the landing stage at Tilbury, are encouraging big passenger companies to make extended use of London as a calling place for large liners.

The latest development in this direction is the announcement that the Canadian Pacific have decided to place London on the schedule of the S.S. Montrose and Metagama.

The traffic of all the United Kingdom ports increased by 7.7 per cent. in the eight months reviewed, but it is claimed the port of London's activity is developing in a greater ratio than that of other ports.—British Wireless.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date
U.S.A. (Seattle 14th December), Japan and Shanghai	Pres. Jackson	January 4
Shanghai and Swatow	Shantung	January 4
Japan and Amoy	Burma Maru	January 5
Shanghai and Amoy	Cheking	January 5
Straits	Kitano Maru	January 6
Manila	President Pierce	January 6
Australia and Manila	Nellere	January 6
Straits	Cramer	January 7
Amoy and Shanghai	Talamba	January 7
U.S.A. (San Francisco 13th Dec. 1929), Honolulu, Japan and Shanghai	Fushimi Maru	January 10
Canada (Victoria 21st Dec. 1929), Honolulu, Japan and Shanghai	President Polk	January 11
U.S.A. (San Francisco 20th Dec. 1929), Honolulu, Japan and Shanghai	Empress of Russia	January 12
U.S.A. (San Francisco 18th Dec. 1929), Honolulu, Japan and Shanghai	President Taft	January 13
Japan and Shanghai	Korea Maru	January 13

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time
Japan, Honolulu, U.S.A., *Canada	Taiyo Maru Sat. Jan. 4
*Central and *South America via San Francisco	Registration 4.15 p.m.
	Letters 5 p.m.
	(Due San Francisco 20th Jan.)
Formosa	Dollus Sat. Jan. 4, 5 p.m.
Shanghai and *Europe via Siberia	Taiyo Maru Sat. Jan. 4
	Registration 5 p.m.
	Letters 6 p.m.
Manila	Pres. Jackson Sat. Jan. 4, 4.30 p.m.
Amoy	Kanchow Sun. Jan. 5, 8.30 a.m.
Swatow, Amoy and Formosa	Canton Maru Sun. Jan. 5, 9 a.m.
Bangkok via Swatow	Kaying Sun. Jan. 5, 9 a.m.
Straits and Calcutta	Tuensang Mon. Jan. 6
	Parcel noon
	Letters 1 p.m.
Manila, Australia and New Zealand, via Brisbane	Burma Maru Mon. Jan. 6
	Registration 12.45 p.m.
	Letters 1.30 p.m.
	(Due Brisbane 24th Jan.)
Swatow	Hydrangea Mon. Jan. 6, 2.30 p.m.
Amoy via Swatow	Anking Mon. Jan. 6, 3.30 p.m.
Shanghai	Kitano Maru Mon. Jan. 6, 4.30 p.m.
Formosa	Benrackle Mon. Jan. 6, 5 p.m.
Japan, Canada, U.S.A., Central and South America and *Europe via Victoria B.C.	President Pierce Mon. Jan. 6
	Parcel 5 p.m.
	Registration 4.15 p.m.
	Letters 5 p.m.
	(Due Victoria B.C. 24th Jan. 1930.)
Shanghai and *Europe via Siberia	President Pierce Mon. Jan. 6
	Registration 5 p.m.
	Letters 6 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Diomed Tues. Jan. 7
	K.P.O.
	Registration 1.00 p.m.
	Letters 1.00 p.m.
	G.P.O.
	Registration 1.45 p.m.
	Letters 2.30 p.m.
	(Due Marseilles, 7th Feb.)
Swatow	Chakasang Tues. Jan. 7, 5 p.m.
Swatow	Cramer Wed. Jan. 8, 12.30 p.m.
Shanghai, Pakhoi and Haiphong	Lingchow Wed. Jan. 8, 1.30 p.m.
Singapore	Cheking Thurs. Jan. 9, 8.30 a.m.
Manila	Hin Sang Thurs. Jan. 9, 10.30 a.m.
Swatow Amoy and Fochow	Haining Thurs. Jan. 9, 2 p.m.
Fochow and Wei Hai Wei	Chih Shing Sat. Jan. 11, 5.00 p.m.
Amoy	Luchow Sun. Jan. 12, 8.30 a.m.
Wei Hai Wei	Kueichow Sun. Jan. 12, 8.30 a.m.
Bangkok via Swatow	Kwanchow Sun. Jan. 12, 9 a.m.

*Superscribed Correspondence only.

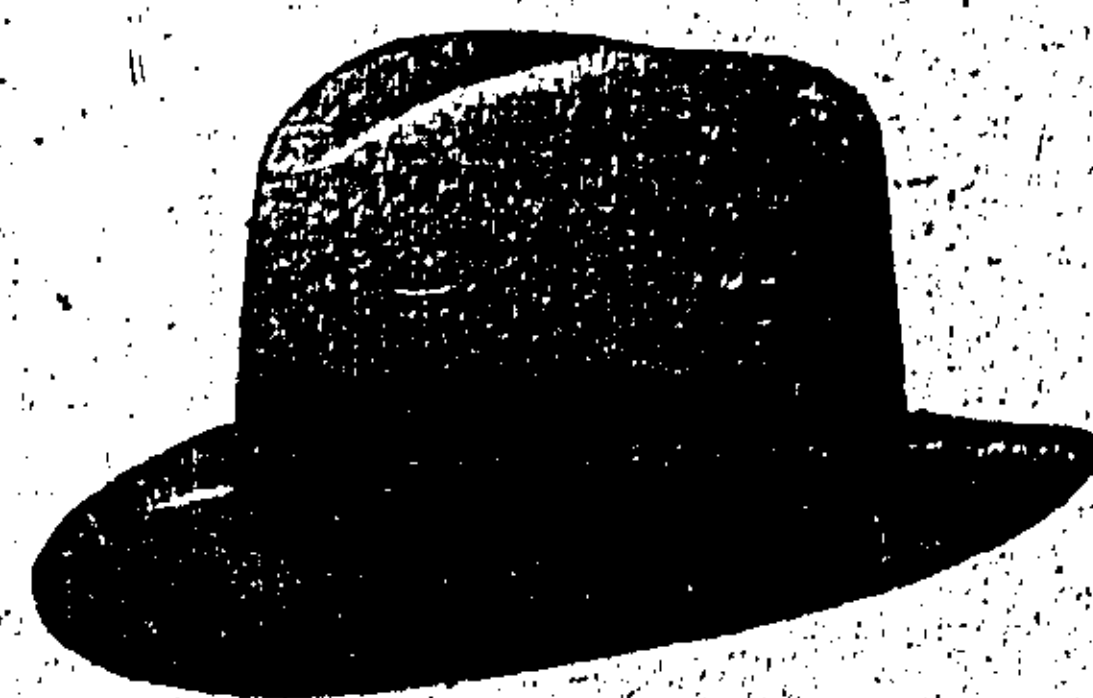
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\$9.50 each, net.

Chamois, Suede and Tan cape Gloves
All at \$4.50 per pair, net.

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MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING, DES VOEUX ROAD

IN A PERSIAN GARDEN
Complete Song Cycle

ALBUM WORK - BY
DORA LABBETTE
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Columbia RECORDS

FIVE RECORDS IN ART ALBUM.
WITH PRINTED WORDS OF SONG CYCLE

The Anderson Music Co., Ltd.

SORE THROAT

Quickly and Pleasantly Relieved

If your throat has become sore and inflamed through smoking or voice strain, if it feels dry and difficult to swallow—take an "Allenburys" Glycerine and Black Currant Pastille.

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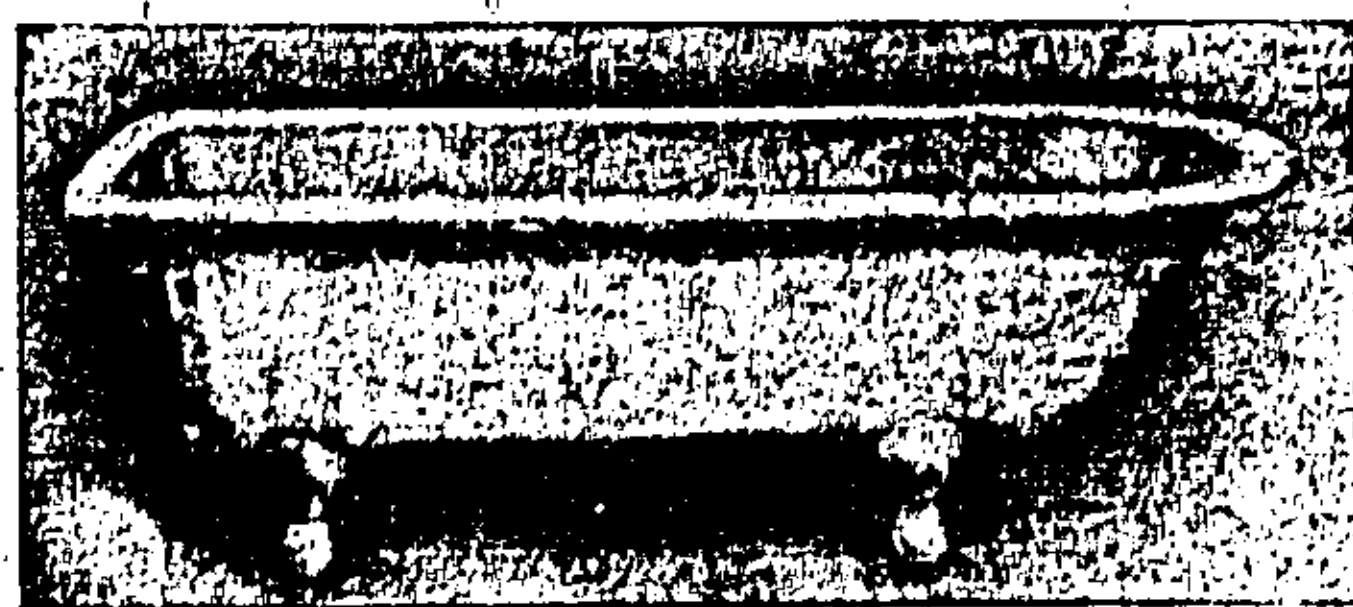
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HOLLYWOOD REVUE

25 STARS AND A CHORUS OF 200

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WOMAN'S WORLD

FOR OUR LADY READERS.

Boudoir Adopts Suntan.

The sunbath vogue has become so heartily endorsed that not being content with sports, afternoon and evening frocks, it has taken hold of boudoir apparel with enormous success.

The most attractive garment in this mode is the nightgown with matching coat. A wide variety of fabrics, including the sheer and heavy type of silk, is being shown, and although flesh and white are noted as outstanding colours, practically every pastel shade is represented to a slight degree. Georgette is particularly popular at this time and is charmingly employed in these ensembles.

Of course, they all feature the deep décolletage in back and are fitted to the figure along princess lines. Just as much thought and attention to detail and cut is given to these gowns as to the smartest French evening frock.

They appear quite short in front, reaching to just a little below the knee and touching the heels in back. The fitted waists are circled attractively in narrow ribbon which ties in large loops at the side. Valenciennes lace, of much width, borders these gowns and the accompanying coats.

Many novelty ensembles make their appearance at this time of the season. And we have, in this mode, pyjamas and gowns of vivid prints, sometimes in cotton and of much individuality. Colour and motif are comparatively unimportant as long as the colour is vivid. Dots, stripes, checks and modernistic patterns are adopted.

Carmel Myers, who will shortly be heard and seen in "The Careless Age," a First National picture, wears this lovely nightgown and long coat ensemble of flesh georgette. The low décolletage is bordered in Valenciennes lace of a cream tint, which is the shade of the very long coat worn with it. Soft white fur bands the negligee all around the front, back and sleeves.

Beauty Talks By Cinema Stars. Shadowy Lashes Given Expert Care.



There's a legend in Hollywood concerning the eyelashes of Greta Garbo. When she first came to the U.S.A. from Sweden to make pictures, it is said she was asked to clip the ends of her lashes to remove the shadows they cast on her face before the camera.

Be that as it may, those long, thick, curling lashes are responsible for much of the mysterious allure which is hers.

"Any girl may have long thick lashes if she will give them the proper care," advises Miss Garbo, "and, incidentally, they require as great care as the hair, hands or complexion."

"The two factors I've found important in encouraging their growth are nourishment and stimulation."

Yellow oxide of mercury is best for nourishment. Rub it into the lashes each night before retiring. It also may be used to remove powder from the lashes after making-up by those who find mascara too obvious.

"Vaseline may be used instead of this preparation."

"For stimulation, form a habit of pulling the lashes gently with the thumb and first finger, pulling out the loose hairs. Don't pull too strongly, for it will break down the tissues of the eyelids. Further, brush the lashes each night with a soft eyelash brush, always brushing upward for the upper ones and downward for those beneath, encouraging a graceful sweep of the lashes."

New Millinery.

OUR HATS DECIDE OUR HAIR FASHIONS.

When all is said about the return of long hair fashions and more elaborate coiffures the simple truth remains that our heads must go into our hats, and for that reason, if for no other, "the head must be small."

"Never again will women wear hats that are perched on the head," Mr. J. Wilczewski has said. Therefore the prevailing fashion for hair dressing must be one that will allow the head to remain as small, or almost as small, as it is when the hair is shingled.

"Long hair does not stand a chance. A few women who like change are growing their hair, but when it is grown they can wear it only in a very small coil or close wave. There will be no 'bun.' They will, I think, become tired of the limited number of ways in which it will be possible to dress long hair."

"Any elaborate form of dressing long hair involves the wearing of a hat that must be set high on the

hair—a fashion that in these days cannot be tolerated. It seems to us far from beautiful, and even if we liked it how could such a queer style be adapted to the requirements of modern life? Motoring alone makes it impossible. Modern conditions demand comfort, ease and neatness in headwear."

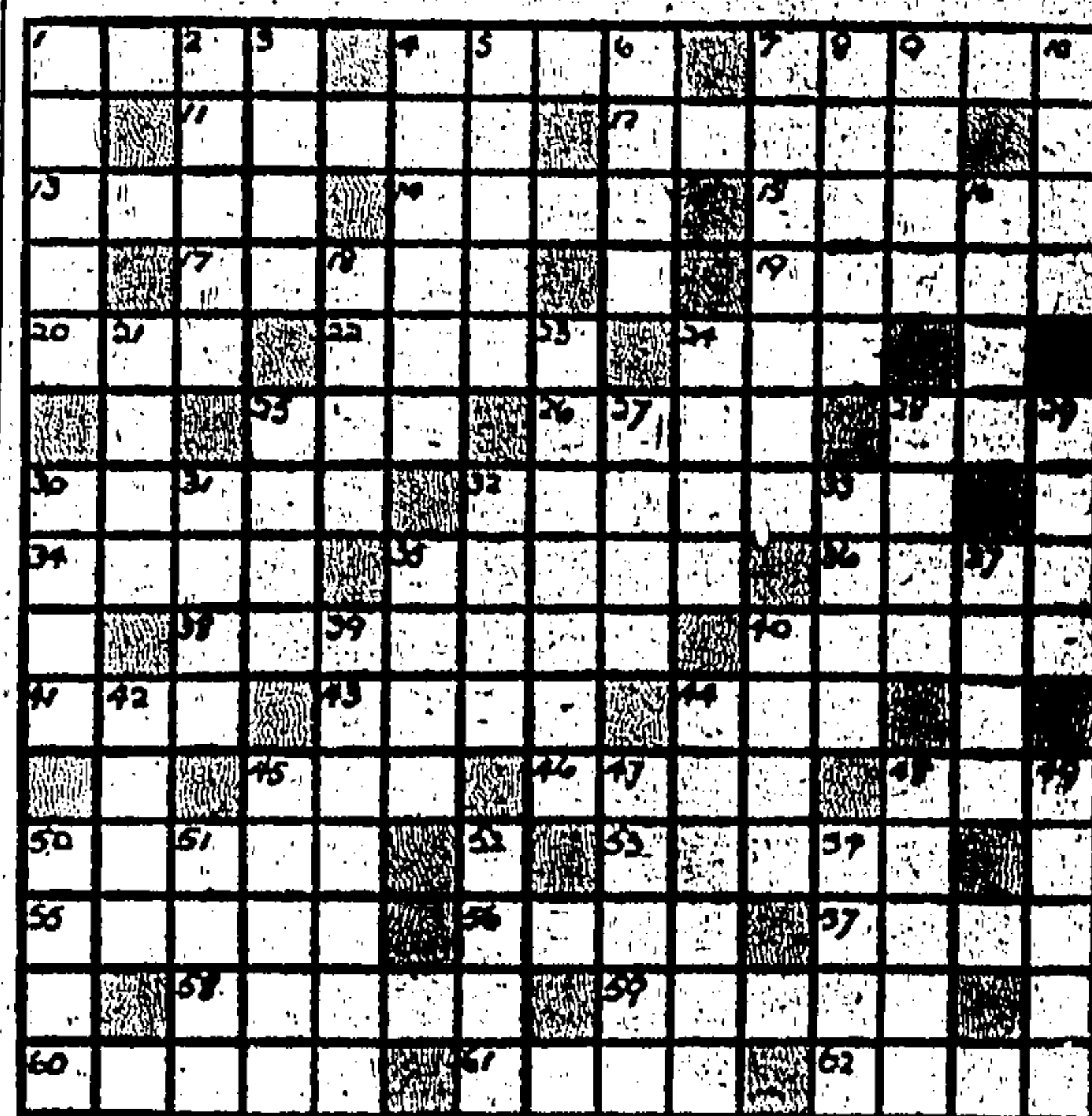
A Certainty.

"Many prophecies may be made, but this is a certainty—that the 'small' head will remain in fashion, the close outline will be kept, for all day-time occasions."

"Curly on the neck will no doubt be added for evening wear. When there is no question of a hat, variety may be introduced in this manner. Indeed, I foresee that the fashionable woman may have her special curls to go with her different evening frocks. Just as she now has her shoes. Coloured wigs will also be seen. But for the daytime simple hair-dressing will be smartest."

"The shingle of the moment is, of course, longer than the original shingle, but though the hair is longer the dressing of it remains close. Fashions for long hair imitate the effect of the shingle."

OUR NEW BRITISH CROSSWORDS



Across

- 1 Good fortune.
- 4 Young cow.
- 7 Taste.
- 11 Shrink.
- 12 Red substance.
- 13 Foretoken.
- 14 Similar.
- 15 Palm-trees.
- 17 Harmonize.
- 19 Guide.
- 20 Moose.
- 22 Vases.
- 24 Child.
- 25 Cunning.
- 26 Colours.
- 28 Cask.
- 30 Small boat.
- 32 Shackle for horses.
- 34 Among.
- 35 Headlands.
- 36 Percolate.
- 38 Discharge.
- 40 Spout.
- 41 Before.
- 43 Until.
- 44 Ramble idly.
- 45 Young pet.
- 46 Period of time.
- 48 Move with haste.
- 50 Suffered from pain.
- 53 View.
- 55 Portion.
- 56 Colour.
- 57 Efficient.
- 58 Sorts.
- 59 Demon.
- 60 Melt.
- 61 Row.
- 62 Guide.

Down

- 8 Once more.
- 9 Skin.
- 10 Be oxidized.
- 16 Stir.
- 18 Govern.
- 21 Clay.
- 23 Symmetrical.
- 24 Causes to sit.
- 25 Compound of sodium.
- 27 Employer.
- 28 Have knowledge.
- 29 One who goes.
- 30 Cavern.
- 31 Precise.
- 32 Bucket.
- 33 Rod.
- 35 Break off in small pieces.
- 37 Enthusiasm.
- 39 Pupil.
- 40 Vehicles.
- 42 Wealthy.
- 43 One who profits.
- 45 Danger.
- 47 Escape from.
- 48 Fabricated story.
- 49 Submit.
- 50 Invites answers.
- 51 Fish of the cod family.
- 52 Once.
- 54 Limitation.

Yesterday's Solution.

GROWTH G AVOUED
RAGE YELL I R
IDLE BYE QUAD E
PIE BREED PRESS
O MAID REPINES
B WARD BAKED N
ACORN BRIER FIZ
TOOK FOUND POOR
HAD BEATS PAIRM
R FALSE TAIL E
ASSAULT HAIL F
RELIC STUNT GIN
E ALES EGG FREE
A S MEEL DILLS
SPHINX N E MENDS

SORE THROAT THE ENEMY



EVANS' PASTILLES are a sure shield against all winter ills such as Sore Throats, Coughs and Colds. Their antiseptic vapours penetrate into the innermost cavity of the nose, throat and chest, killing all germs and quickly soothing the inflamed organs.

EVANS' Pastilles

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We have now made arrangements to deliver Household Coal on the following terms, and would emphasize that full weight at destination is guaranteed.

Selected Grade Lump Coal

Upper Levels ... \$21. per ton
Mid-Level ... \$20. "
Central District ... \$19. "

Best Household Nuts

(For Kitchen Use)

Upper Levels ... \$19.50 per ton
Mid-Level ... \$18.50 "
Central District ... \$17.50 "

Terms: Cash with order.

Minimum Quantity: One ton.

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Queen's Road, Central.

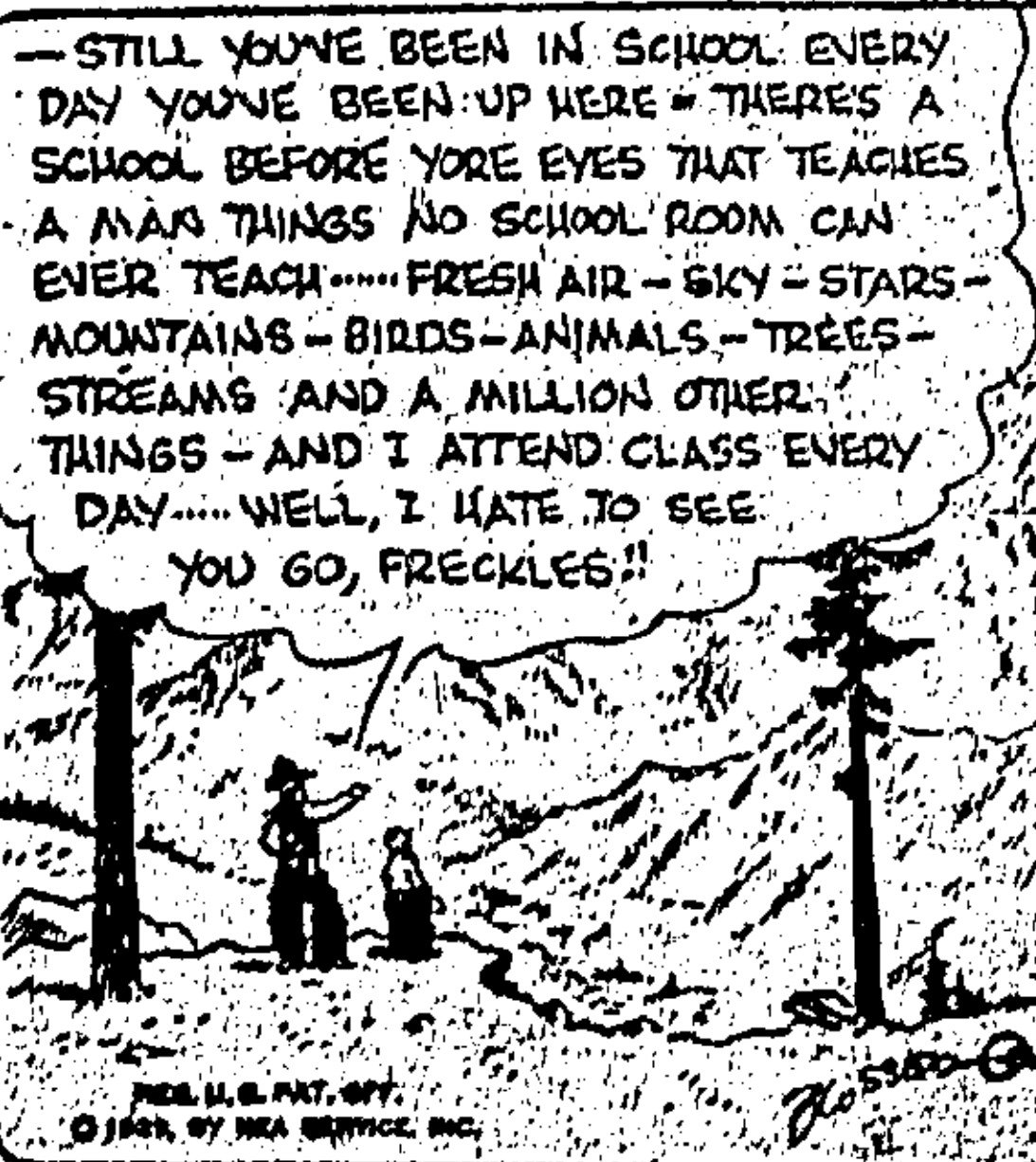
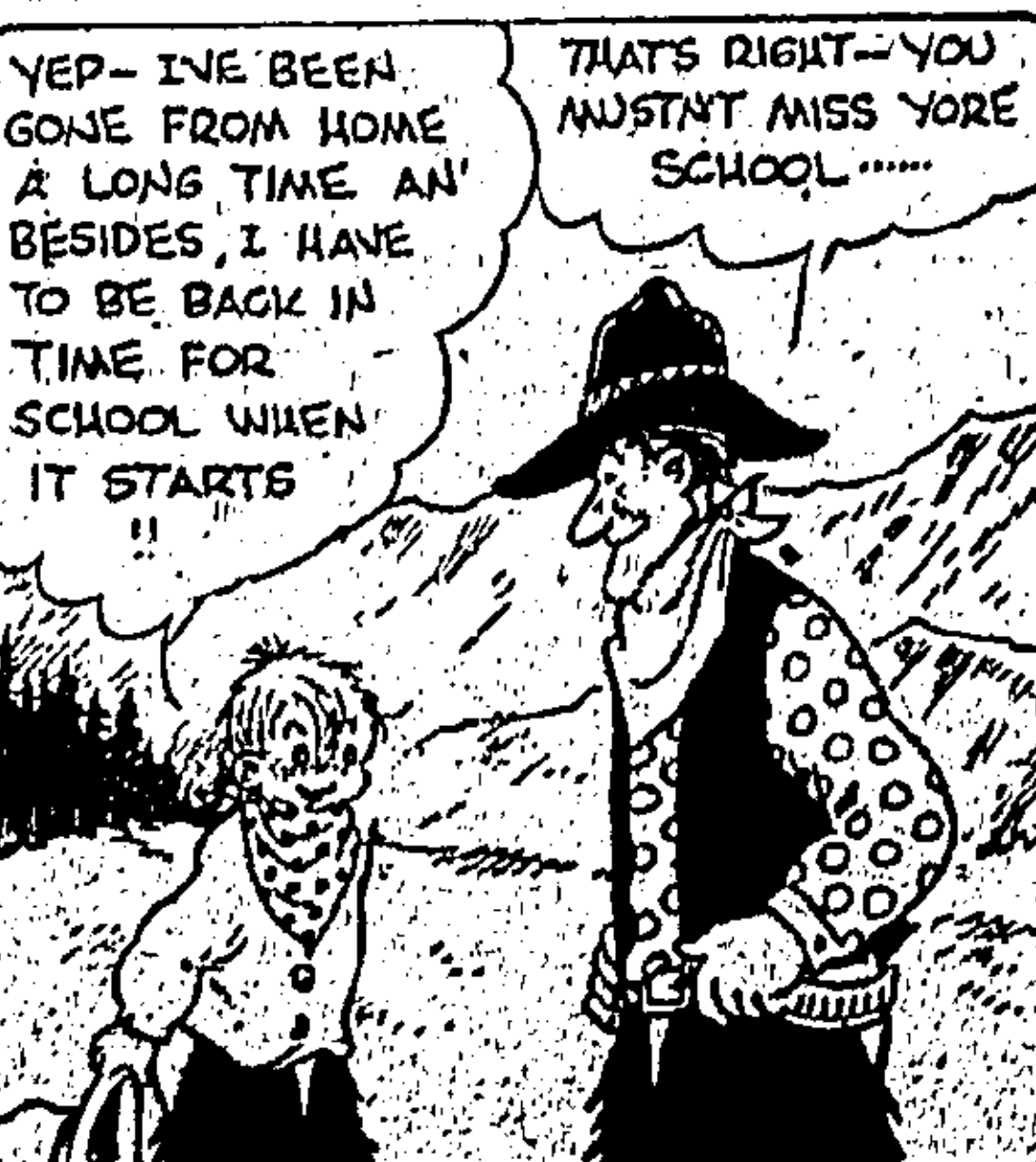
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FRECKLES AND HIS FRIENDS

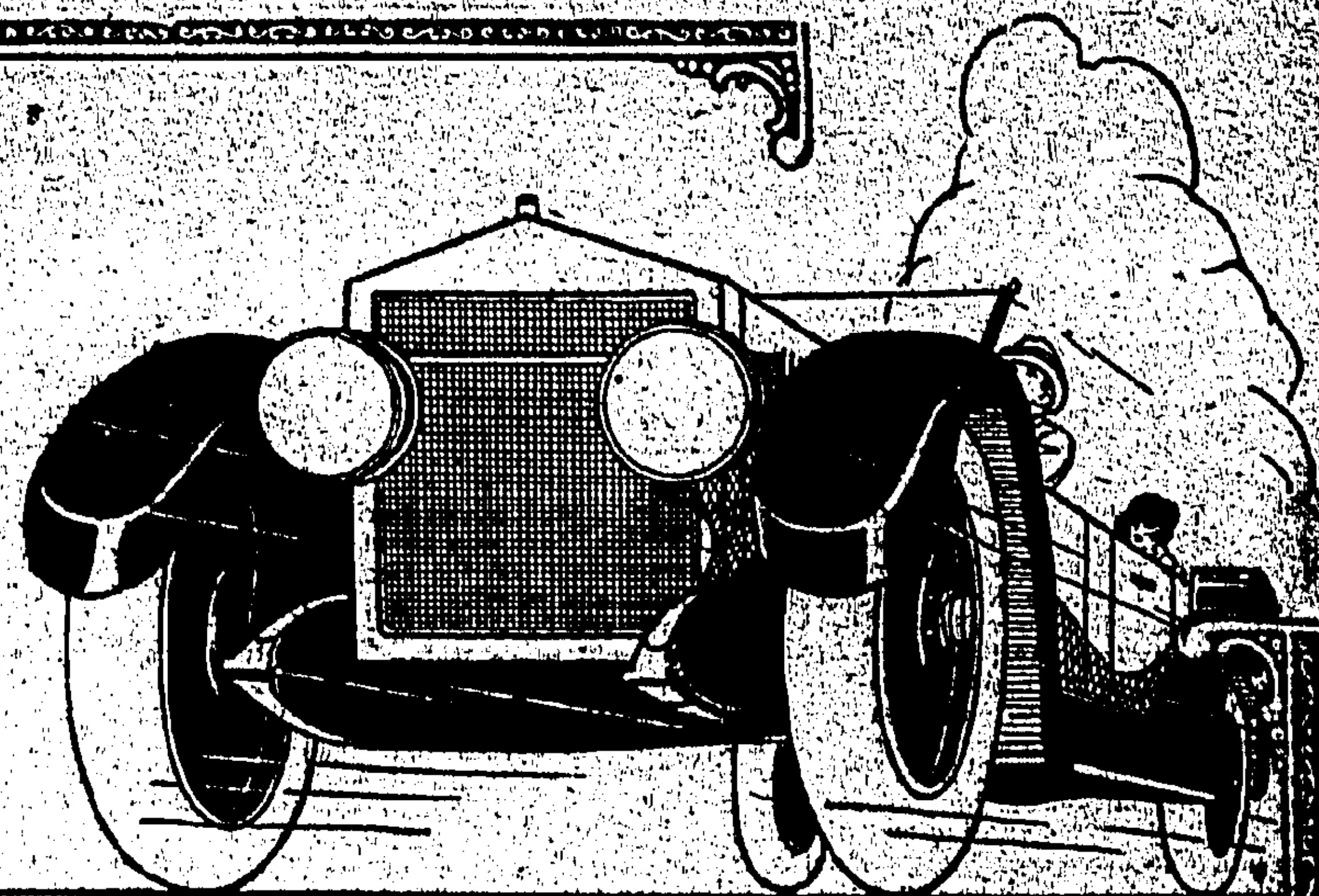
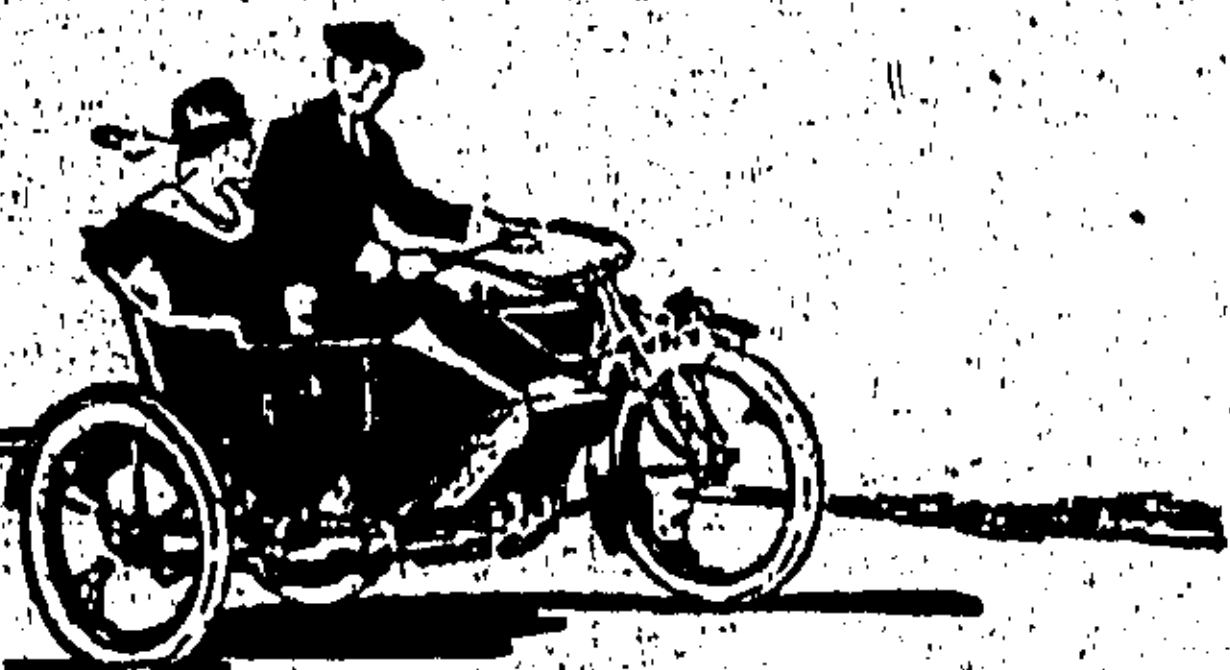


The Teacher!!

By Blosser

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 4th JANUARY, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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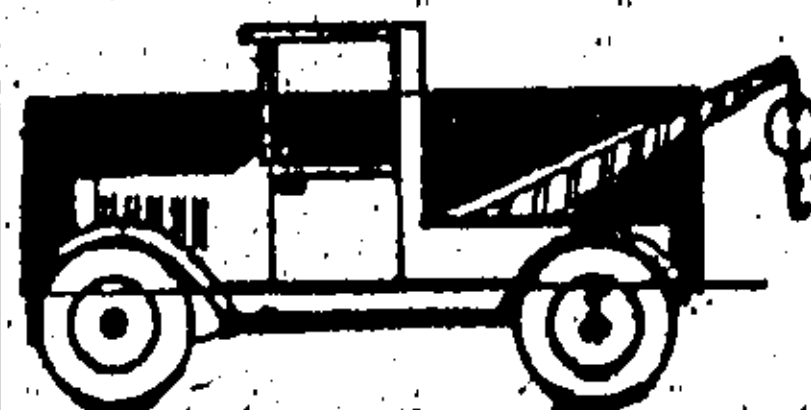
MAY WE SERVICE
YOUR CAR?
NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

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WANCHAI

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MODERN MOTOR SERVICE.



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NIX 1915 REFINISHED
HIGHER QUALITY WITH
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FINISHES

ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

H. S. MOSES & CO., LTD.
Sole Agents.

SHOPPING BY CAR.

West End Garaging
Plan.

SEASON TICKETS.

Car-garaging season tickets for
London shoppers may shortly be
instituted if negotiations between
West End garages and stores in
Regent-street reach a successful
conclusion.

Garages in the Piccadilly region
have suggested to the proprietors
of the stores that they should buy
books of tickets which would be
issued to motorists wishing to
shop in their establishments, and
would entitle them to a reserved
place in a garage close by.

In the case of country customers
travelling to London in their cars
it has also been suggested that
they should be presented with a
ticket entitling them to the use of
one of these garages for the whole
day provided their purchases are
of sufficient size.

Many people are undoubtedly
deterred from shopping in Regent-
street owing to the difficulty of
finding a place to leave their cars.

Massachusetts' share of Federal
aid road construction funds for the
current fiscal year is \$1,090,077.

WHAT AN ABSENT TAIL LIGHT WILL DO.



Two women and a man were
burned to death when the car in
which they were riding, shown to
the right, struck the rear end of a
truck in the night, causing the
gasoline tank to explode and set
fire to the car. One of the four
occupants in the sedan escaped
alive by smashing a window and
climbing out. The accident hap-
pened on a highway near Wichita,
Kan., U.S.A. when the lack of a
tail light on the rear of the truck
caused the driver to run into it.

A steel rod projecting from the
truck punctured the gas tank.
The upper photo shows the truck
and wrecked sedan at the scene of
the crash.



CURRENT COMMENT

H.K.A.A. Dinner Dance.

Members of the Hongkong Auto-
mobile Association are reminded
that the annual Ball takes place
on the 17th inst. This event has
become one of the leading social
functions of the year, and the
Committee anticipate another
successful night this year.
Further particulars will appear in
this column next Saturday.

Parking.

While we are facing what we
consider a serious parking prob-
lem to-day, we may find ourselves
entangled in a much more serious
situation in a few years from now.
If we fail to find a solution very
soon, already the centre of the
city witnesses congestion every
day, and it is not unusual to ob-
serve cars driving along Pedder
Street and Chater Road seeking a
vacant parking space. Admitted-
ly, the problem as far as the heart
of the city is concerned is a very
difficult one, but as the number of
motor vehicles increase in the Co-
lony, other spaces will be required
elsewhere. The Praya Reclamation
may well be taken as an exam-
ple. It is safe to predict that as
a thriving business locality springs
up, motor vehicles will play an im-
portant part in the daily commer-
cial life of that locality, and soon-
er or later the need for adequate
parking facilities will arise. Now
is the time to make due provision
for that need, and we should like
to see suitable spaces reserved
for such purpose. The main point
for emphasis is that unless the
problem of the future is intelli-
gently anticipated now, future
generations will live to deplore
the lack of foresight of those who
handled the question of city plan-
ning years before them. As far
as Victoria is concerned, there is
some excuse, because when the
city was planned, the advent of
motor traction was not even an-
ticipated. To-day, it forms an
ever increasing system of commer-
cial and passenger transportation,
and it is absolutely essential that
every step be taken to ensure its
smooth operation in the years
ahead.

Tramway Standards.

In addition to the provision of
motor parks, it is also necessary
to endeavour to make our main
traffic arteries as free from all
obstruction as possible. In this
respect, the tramway standards
along the centre of Queen's Road
from Murray Barracks eastwards
should be removed at the earliest
opportunity. That they form an
obstruction cannot be denied, for
a space of at least six feet along
the centre of the roadway is ren-
dered useless on account of them.
On some of the corners, these
standards have already been re-
moved, standards being erected at
the side of the roadway instead.
The improvement is most marked,
and it is easy to visualise the
great improvement which would
be effected were all of the central
standards to be removed.

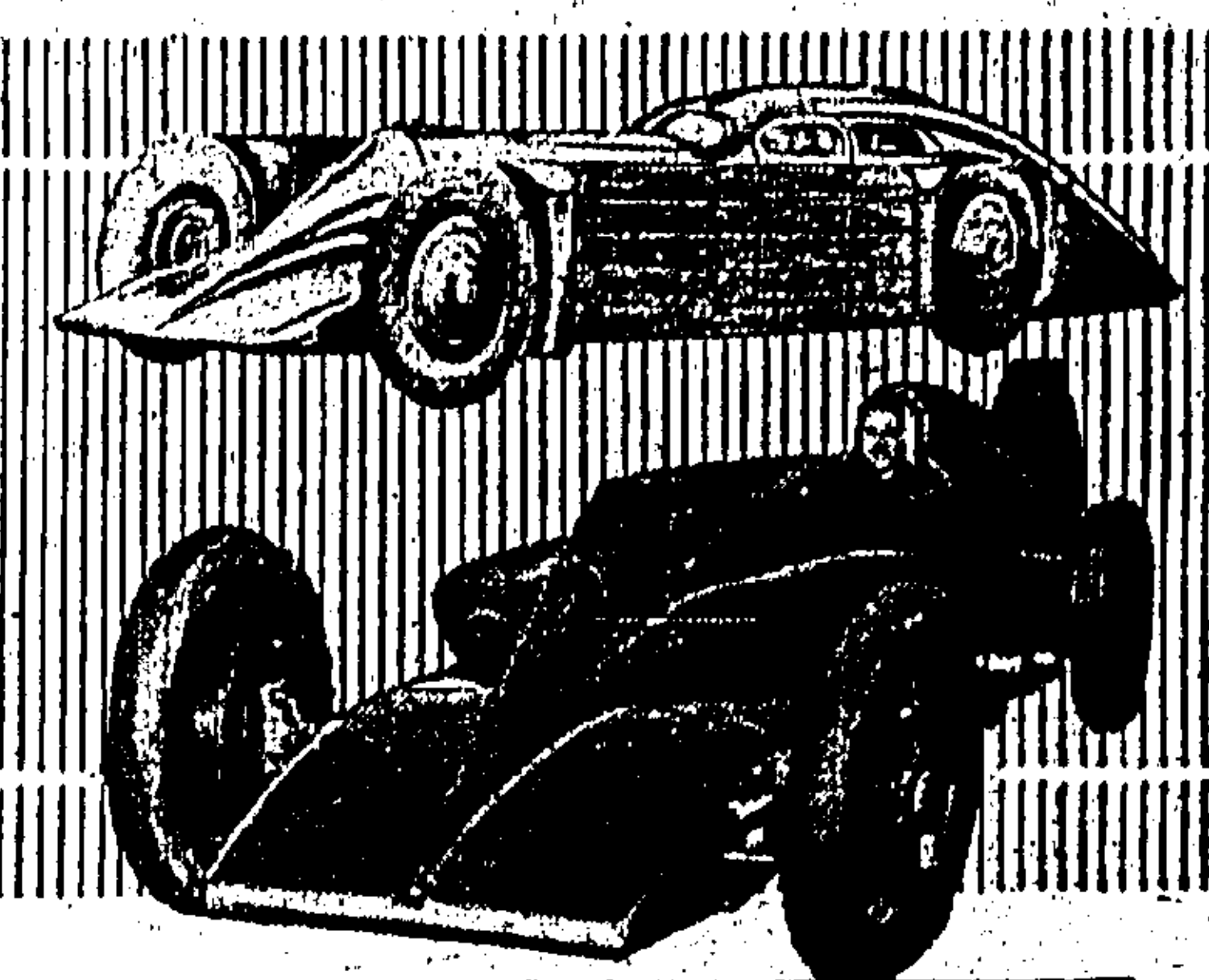
Motor-Minded.

It is said that some of the coun-
tries of the world have become
"motor-minded," a term which
ably emphasises the great impor-
tance of motor vehicles in the daily
life of such countries. As far as
future progress is concerned, it
would be well if those responsible
for planning the future of Hong-
kong were to cultivate a little
"motor-mindedness." It is true that
some excellent roads are being
built on the Praya Reclamation,
but unless spaces are provided
where vehicles may remain station-
ary off the main flow of traffic,
the future will surely have a dif-
ficult problem to face in the matter
of traffic congestion.

A Suggestion.

On account of the congestion
created by the erection of a board-
ing on the roadway by the
Gloucester Building site, congestion
which cannot be avoided,
some relief might be effected by
allowing the westward bound
tram-cars to stop opposite the Jar-
dine Building. This would make
the corner much easier for pedes-
trians, and incidentally, would
prove of much convenience to
motor traffic.

FUTURE AUTOMOBILE PLANNED.



Where wind resistance becomes "wind assistance"—sketch
of the future automobile making fast speeds possible and
photo of Major H. O. D. Segrave's car which holds the
world's speed record.

Detroit.—A new type of auto-
mobile may rule the roads ten
years from now, successfully com-
peting with airplanes that cruise
far overhead and land on tops of
skyscrapers with utmost security.
Behind a screen of deepest mys-
tery, one of the great automobile
manufacturers of the United
States is evolving just such an
automobile. It will not be ready
for several years, probably, and by
that time it is anticipated that
roads suitable for safe speeds well
in excess of 100 miles an hour will
extend the length and breadth of
the country.

Wind pressure, which now fights
against speed, will be the friend-
ly gent that will make these great
speeds safe. To this end every
feature of the mystery car is be-
ing tested in the whirlwind of
super wind tunnels, designed
after exhaustive research by ven-
tilating engineers. Powerful fans,
provide hurricanes beyond any
ever loosed by nature in her
wildest moods.

Under the pressure of a wind,
which, if developed by the car's
own motion, would represent a
speed far in excess of 100 miles
an hour, this mystery model hugs
the ground and is held steady
against all stresses and strains of
the road.

As scientists know a fast mov-
ing object acting on still air
causes it to present almost the

characteristics of a solid and this
fact is being utilized to the utmost
in the development of the car of
the future. Instead of exerting a
pressure that tends to lift the car
from the ground, as in the case
of most present-day models, the
wind pushes down, exerting tre-
mendous pressure and making it
impossible for the car to turn
over while travelling at high
speed.

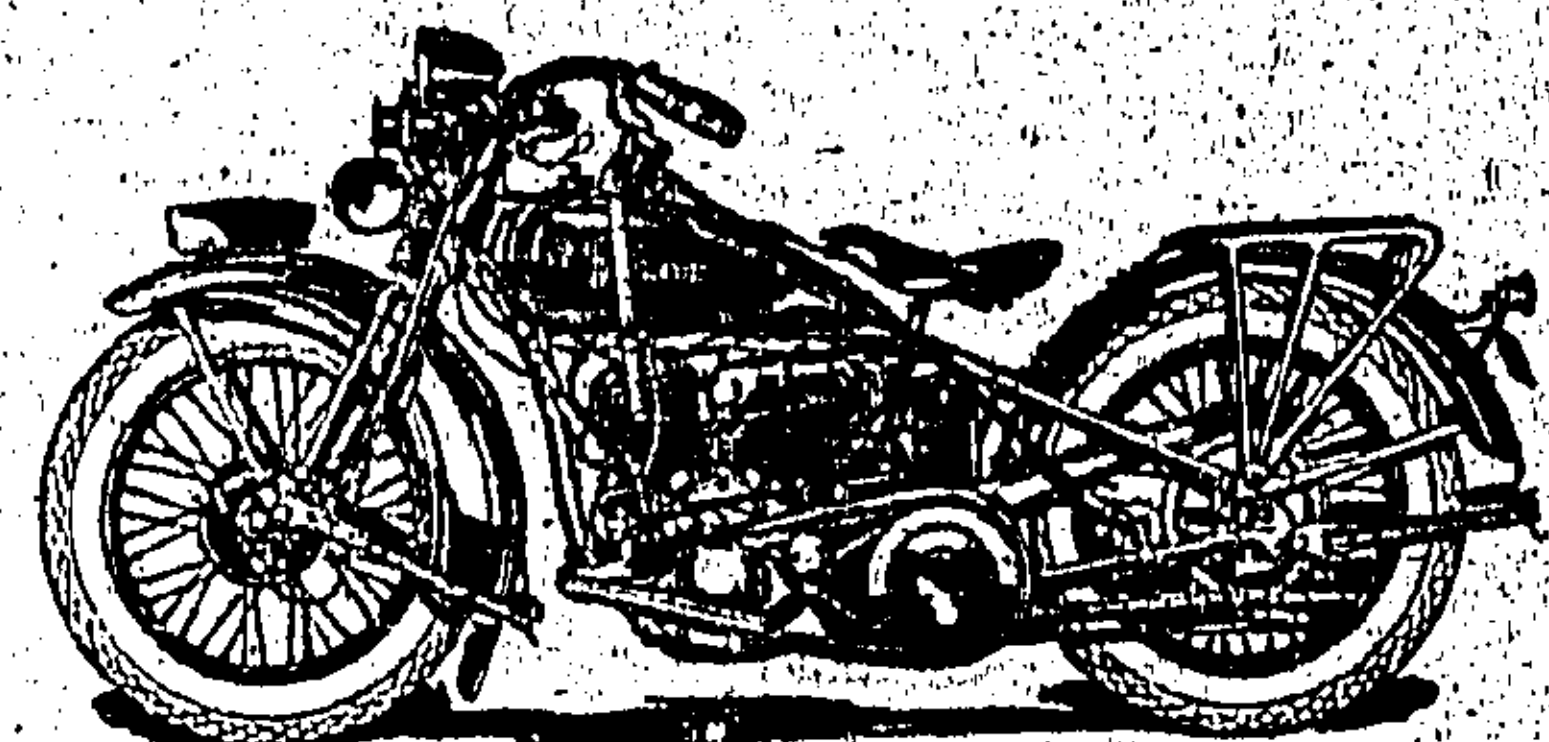
This tends to make speed in ex-
cess of 100 miles an hour really
safer than the slower speeds and,
with good roads to equal the capa-
city of the car, will bring a new
era of fast transportation.

Some idea of how this works
can be obtained by looking at the
"Golden Arrow," the racing car of
Major H. O. D. Segrave, who esta-
blished a record of 231.2 miles an
hour on the sands of Daytona
Beach, Fla.

So far this car represents the
farthest advance in turning wind
resistance into "wind assistance"
ever seen in the United States.
The scoop-like prow presents an
area against which the
wind forms a terrific pressure.
The gently upward slope transfers
this back pressure into a down-
ward pressure which holds the car
against the road.

Careful streamlining prevents
countervailing pressures against
the rest of the car.

A New Year Gift That Gives Pleasure!



THE WONDERFUL
1930 "HARLEY"

Now on Display.

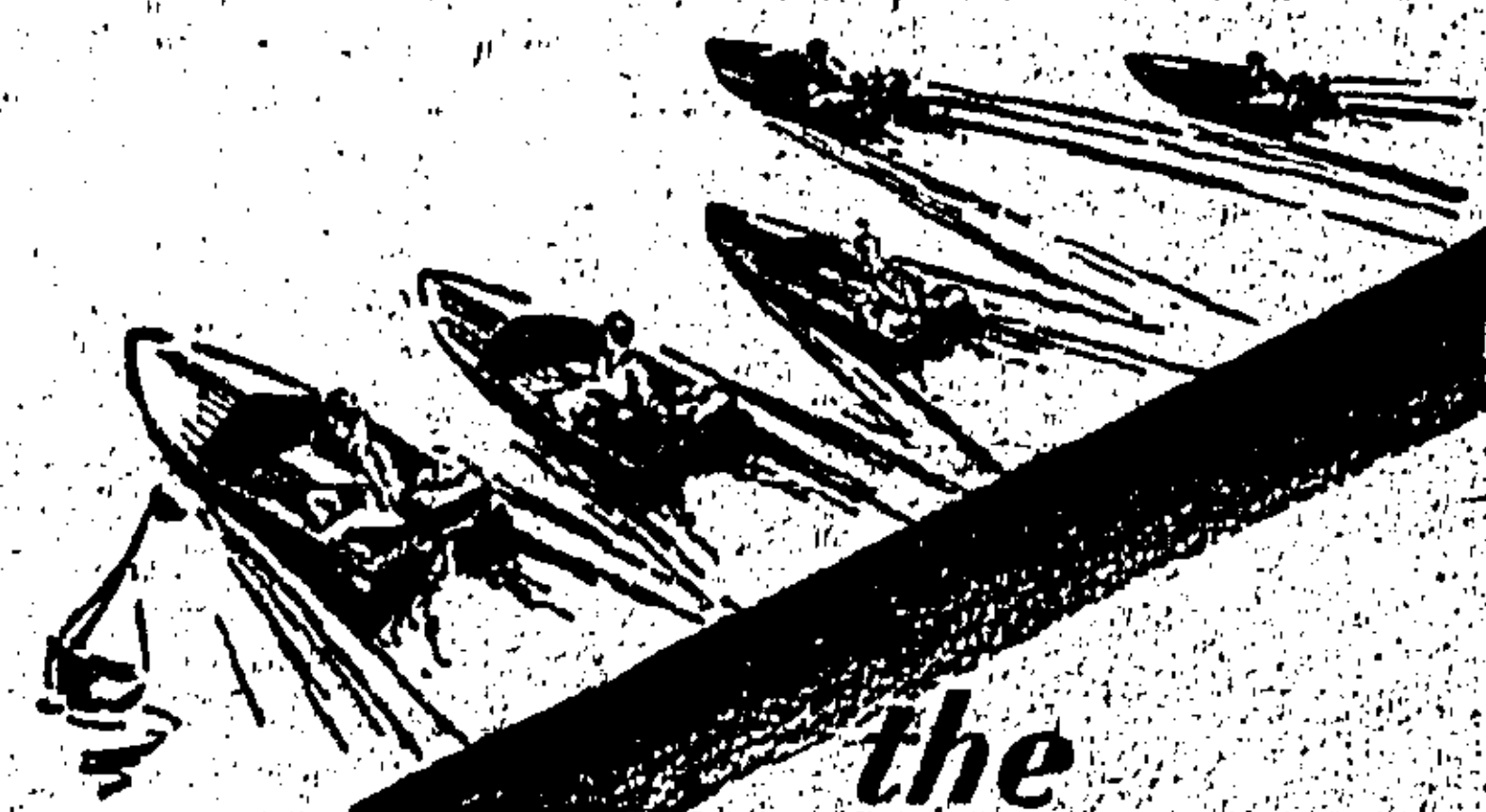


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THE GASCON MOTOR Co.

2, KWONG WAH ROAD,
KOWLOON.

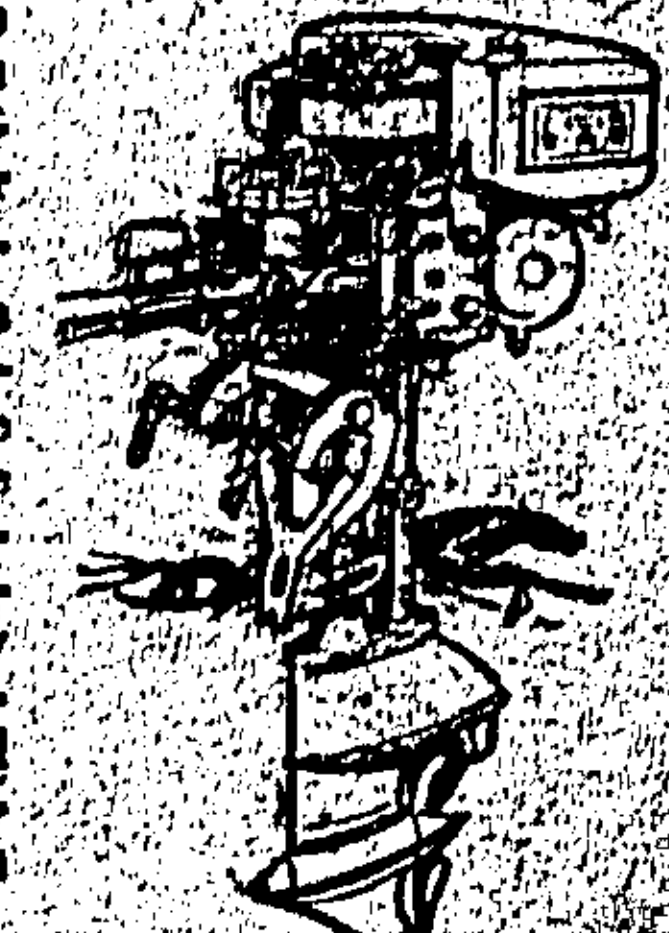
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trials and test runs—the
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Johnson
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WHAT IS DANGEROUS DRIVING?

Vital Problems for the Motorist
Under New Legislation.

PUBLIC AND OFFICIAL MENTALITY.

Within a year or so it is quite probable that the motorist on British roads will be governed by a new set of traffic laws. Long before that time he will be given opportunity to study these laws in the making, and it may be possible for him to demand safeguards, should he deem them necessary. As an individual he will have little power or ability in this respect, but if he joins a motoring organization he can exert very considerable power, and he can have expert guidance.

The greatest change in the proposed legislation is that the speed limit shall be abolished for motor-cars and motor-cycles, and that control of this traffic be exercised under the dangerous driving clause and under a new set of minor offences to be known as "Falling to observe a road sign."

The dangerous driving clause will most likely follow very closely the existing clause:

"If any person drives a motor vehicle on a road recklessly or negligently, or at a speed or in a manner which is dangerous to the public, having regard to all the circumstances of the case, including the nature, condition and use of the road, and the amount of traffic which is actually at the time, or which might reasonably be expected to be, on the road, he shall be guilty of an offence."

Drastic Penalties.

The police have powers to-day to prosecute under this clause, but the vital difference is that under the new legislation the penalties will be much more drastic. The proposals put forward by the Royal Commission on Transport are:

First offence: Fine not exceeding £50; or imprisonment as an alternative; suspension of driver's licence optional.

Second offence: Fine not exceeding £100; or imprisonment as an alternative; automatic suspension of driving licence for not less than six months.

Thus under the new conditions a driver convicted of two alleged dangerous driving offences will have his motor driving career

stopped for a considerable period. At all events there will be automatic suspension of the licence for at least six months, and, of course, in the case of the paid driver this will mean losing his job and with a bad prospect of obtaining another.

Everybody is agreed that the road hog must be eliminated, and we must put the safety of the public before all other considerations. But so serious are the new penalties for "dangerous" driving that we must reduce to a minimum the chance of a miscarriage of justice.

The situation is made more serious by a provision in the recommendations of the Royal Commission that a person charged with a minor offence under "Falling to observe a road sign" is still liable to be treated as having committed an offence under the dangerous driving clause.

This is a most undesirable state of affairs. A motorist may be summoned on a minor charge, then on his case coming up for hearing he may learn that the prosecution, or the magistrates, consider his offence to be really that of dangerous driving. Before he knows it he may be heading for prison. Obviously he is at a great disadvantage in preparing his defence if a new and graver charge can be based on an offence which was at first considered to be a minor one.

Four Main Charges.

Under the new proposals the motorist has to face four main sets of charges:

(a) Dangerous driving.
(b) Drunkenness.
(c) Five specified offences known as "Falling to observe a road sign."

(d) Five specified offences known on technical grounds. The curious thing is that on any offence except that of "dangerous driving" he will have a specific charge brought against him. For example, he may be charged with being drunk whilst in charge of a car, or that he has failed to "slow down" on passing a certain road sign, or that his lamp has been out, etc., etc. Every case

save that of dangerous driving is mainly a case of fact. There must be some proof that he was under the influence of alcohol or drugs, or that he was travelling at some high figure of speed past a sign which bore the legend "Dead slow," or such-like wording.

A Conflict of Opinion.

But a policeman may charge him with dangerous driving, and the circumstances and grounds on which this charge is based may not appear to the driver, nor to any expert driver, to be reckless, negligent or dangerous driving.

Here we have not so much a conflict of fact as a conflict of opinion.

In the circumstances the most natural question for most people to ask is: "What is dangerous driving?"

So far the law has never defined it, and the Royal Commission and the Draft Road Traffic Bill make no attempt to define it.

Almost any action can be dangerous or not dangerous according to the person who carries it out. Every vehicle at every speed is a potential danger. Bring an average Policeman into a railway station and let him observe an express dashing through. He could quite reasonably conclude that this was most dangerous to the public, for if the engine left the rails it would certainly have killed many people. And there have been cases where engines did run off the rails so that the danger is by no means imaginary.

We can have one motor with bad brakes coming up to a corner or a crossing at under 20 miles an hour and just contriving to pull up in time to avert a collision. Another car with good brakes can travel at 40 miles an hour under the same conditions and have a larger margin of safety and stopping power. But set an average onlooker or policeman to judge these two cars and invariably they will say that the faster car was more dangerous than the slower.

This type of opinion, which so often may be based on lack of two causes of dangerous driving against a man and thus deprive him of the right to drive for at least six months.

Another consideration arises. The public and official mentality on speed is very curious. If one car travelling at 20 m.p.h. runs down a pedestrian and another car at 50 m.p.h. runs down another pedestrian in similar circumstances, the average opinion will be that the driver moving at 50 m.p.h. was behaving more dangerously than the driver at 20 m.p.h., again no regard being taken of relative stopping powers and other factors.

Now, if a car at 50 m.p.h. reaches a point at a moment in which its course meets the course of a pedestrian and causes a collision, it is obvious that if the car had been travelling at 20 m.p.h. it would have passed that point before the pedestrian reached it and thus no collision would have taken place. So, too, if the speed had been 40 m.p.h. the car would have reached the point after the pedestrian had crossed the line of approach. Thus the accident was determined by a certain critical speed on the part of each moving object.

A Complex Problem.

In effect a collision between two moving objects on different courses is a very complex problem, for a small difference of speed, faster or slower, would have saved a collision taking place. In the case under consideration, where a pedestrian crossing the road collides with a car, there are two

parties, each with control of their speeds and movements, and an accident happens only if each so directs his speed and movement that they both tend to occupy the same point at the same moment.

Pedestrians crossing the road form by far the largest proportion of traffic fatalities, and if their deaths were entirely the fault of drivers, then the most reprehensible form of dangerous driving, and that which should be punished most severely by law, would be that which brought about bodily injury to human beings.

But when we realise that in actual collisions there are usually two parties to the affair, we see the immense importance of taking into account the contributory responsibility of the slow-moving unit as well as the fast-moving unit.

And if we have these difficulties in apportioning blame or responsibility in actual cases of serious accident it is equally certain that in cases of alleged dangerous driving, where no person is injured or endangered, there are much bigger factors of doubt, unless in those very clear-cut but extremely rare cases where a man deliberately breaks the accepted rules and customs of safe traffic and literally terrorizes other persons who are using the road in a reasonable manner. Obviously we want to prevent accidents rather than mete out heavy punishment for accidents which might have been avoided if the law were more definite.

So far I have only touched upon accidents in what one may term two dimensions. We can have them in three or more dimensions. Through the action, of the road authority in making roads that can become slippery, a vehicle may skid in swerving or braking to avoid another vehicle which may have had to alter its speed or course by reason of the action of some other person who may be using the road in quite a reasonable manner. A whole train of causes may go to the making of an accident.

Of course, we can reduce the whole matter to utter absurdity by stopping all movement of traffic. Then there would be no accidents, no collisions, no dangerous driving. But working up from that negative basis we see that once movement is introduced the element of danger comes in. But it does not follow by any means that the swiftest vehicles are the most dangerous. A runaway horse at 20 m.p.h. is infinitely more dangerous than a fast car, for the simple reason that the car is controlled intelligently and has superior stopping power. Speed, of course, is an important factor, but it is very much misunderstood, and must be taken in relation with other factors.

Thus we see the great danger of putting into the hands of the police the power to prosecute motorists under the proposed dangerous driving clause unless very efficient safeguards are provided to prevent a miscarriage of justice or an error of judgment. Already the Automobile Association has suggested some very valuable safeguards, and no doubt when the dangerous driving clause in its official form is set forth it will receive further attention.

Safeguards.

My own view is that the law should define or attempt some definition of dangerous driving, so that the motorist, the policeman and the magistrates can have some official guidance as to what constitutes this offence.

I will admit that it is an exceedingly difficult matter to define, but if it is so difficult to define then it must be equally difficult to recognize, and so we fall back on that very uncertain and variable criterion, the personal opinion of a man, or a set of men, on a more or less accurate report of an event which took place on the highway.

The next safeguard I should like to see would be the grading of dangerous driving charges. Suppose it be held, as at present, that dangerous driving may include:

- (a) Causing bodily injury.
- (b) Endangering another user of the road.
- (c) Breaking some rule or custom of traffic and thus causing possible danger in the opinion of some person.
- (d) Driving at such a speed that other users of the road are imperilled, or are apparently imperilled.

It is manifestly absurd that all these should be punished in the same way, seeing that at the second offence the driver is automatically deprived of his licence and is to all intents and purposes branded as a person not fit to drive. Suspension of a driving licence should be restricted to certain definite offences of real seriousness.—*The Motor*.

HAD NEW OIL ENGINE.

A new type of engine, designed by Jonas Hesselman, Stockholm engineer, is intended for consumption of crude oil. It is light and can be used in automobiles and aeroplanes.

THE EFFICIENT MODERN CAR.

10,000 Miles Without a Spanner!

Once upon a time the average owner-driver had to spend five or six hours every week in hosing down and leathering bodywork; another hour or more had to be devoted to the radiator, headlamps and other bright parts, both inside and outside the car. To-day, the cellulose-finished body can be thoroughly cleaned in half an hour, whilst a rub with a damp cloth will restore chromium plating to all the glory of showroom brilliance.

Once upon a time the carburettor had to be dismantled and cleaned every few weeks, or the motorist was certain to be held up on the road by a choked jet; nowadays, an efficient petrol filter is fitted in the supply system and a car can be driven for 10,000 or more miles without putting a spanner on the carburettor. Air cleaners and oil filters are standardized on many 1930 cars, so that it is not essential to decarbonize so frequently nor to change the oil so often as in the past.

These time-saving and labour-saving finishes and equipment have resulted in a saving of at least six hours per week. What does the owner-driver do with the time saved?

One would imagine that, relieved of the burden of exterior cleaning, motorists would emulate the cleanliness of a railway engine, or of the engine-room in a passenger liner—but one would be wide of the mark. Lift the bonnet and floorboards of almost any owner-driven motor-car. Look at the oily dirty appearance of the engine and surrounding components, and brake rods, gearbox and battery container caked with dried mud and grease, hidden by a thick coating of dirt, there is a multitude of slack nuts, loose connections, wires ready to break and short, bearings starved of grease or oil, and universal joints which somehow continue to function in spite of appalling neglect. And as if this were not enough, there is a metal shield beneath the engine with a horrible conglomeration half an inch deep and consisting of oil, grease, rusty water, road dust, dead insects, and grit from roads newly tarred. The spick-and-span exterior is but a whitened sepulchre; the outside of

the platter is clean, but the inside.....

Sworn Enemy of Efficiency.

Dirt is not only objectionable in itself: it is the sworn enemy of efficiency. The engine-room of a fast passenger liner is not kept bright and shining because there is nothing else for the junior engineers to do on a long voyage! The remarkable cleanliness of the marine engine is brought about by the necessity for efficiency. Many motorists are totally unaware of a defect until the engine shows signs of distress or until it stops altogether. Defects in a marine engine are discovered and rectified immediately, and are not allowed to develop to an extent which would interfere with the progress of the vessel. A fault in a clean engine is easily found and put right; it may take an experienced motorist hours to discover a fault in a dirty engine, and in the process dirt is spread generously over the whole tool kit, it finds its way into delicate components such as the magneto and the dynamo, and the unfortunate motorist's suit, overcoat and gloves may be ruined.

Clean collars and shirts are worn more because one is uncomfortable with soiled clothes than because one wishes to impress other people. On the other hand, the car with a dirty or muddy body is just as comfortable—and may be just as efficient or more so—as the car with a spotless exterior. Unless the engine is perfectly clean, the daily hosing and polishing of bodywork is sheer snobbery; and in any case, the knowledge that he has impressed people with his prosperity, or with desire to "do the right thing," brings no lasting satisfaction to the true motorist.

General Instructions.

A clean exterior and a dirty mechanism will never give confidence, for at any moment the propeller shaft may come adrift or the magneto drive, fall, or brake rods or cables snap. In keeping the engine clean, the magneto coupling will have been rubbed over, and any defect of slackness will be discovered immediately. With floorboards up and oilcan and

ing in use, the propeller shaft universal joints will have been oiled or greased and cleaned, and in cleaning, any unusual play will be brought to light. In removing dried mud from the brake gear, any weakness in the cables or rods will be seen at once.

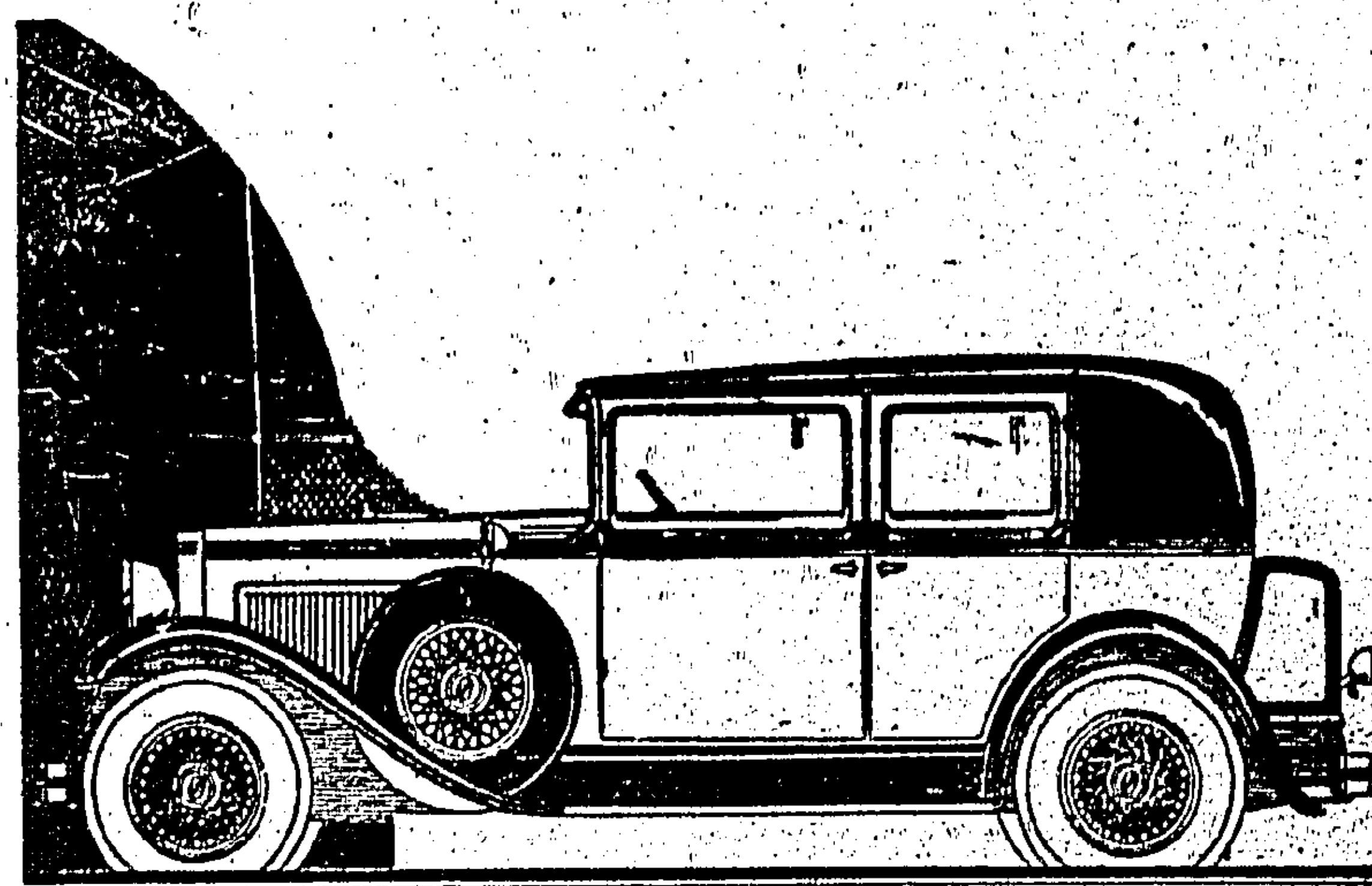
Cleanliness of engine and chassis is not only the safest guarantee against breakdown on the road; it is the most reliable method of avoiding big repair bills. The "stitch in time" proverb is particularly applicable to car maintenance. When cleaning under the bonnet, one cannot help seeing, for example, an electric wire with the insulation showing signs of wear as it rounds a bend or passes over an edge of the bodywork. It is only the work of a moment to wind a piece of insulation tape round the damaged part, pending the replacement of the whole wire at a convenient time; but unless cleanliness below the bodywork is a habit, it is possible to drive for hundreds of miles in blissful ignorance—and then there may be a short, the electrical equipment seriously damaged or the car catch on fire.

Gas: Mysterious Headaches.

A car will run indefinitely with a loose nut or blown gasket on the exhaust manifold. The slight increase in engine noise may not be noticeable but the exhaust gases will pass into the interior of the car and cause mysterious headaches and even sickness; but if the engine be cleaned regularly, a loose nut will be discovered at once, or the marks of escaping hot gases will be visible and a new gasket fitted before the driver begins to feel off-colour and without incurring doctor's bills.

In cleaning the chassis, a nut may be found missing from a steering pin: it can be replaced for a few pence, but if the car is driven without the owner being aware of the absence of the nut, the steering pin itself, and possibly other connections, will have to be renewed in time; and in any case the driver is running serious risks through not taking advantage of the frequent inspection of vital parts, an inspection which takes place automatically as a result of cleanliness.

The never-ending progress in car manufacture and finish has presented the owner-driver with an extra six hours every week and the enthusiast will devote half this time in looking after his car.



"EFFICIENCY FIRST—THEN BEAUTY"

"FIRST our car must excel in efficiency," said C. W. Nash, and one of America's most competent technical groups proceeded to build a car which satisfied even his critical eye—the smart new Nash "400".

"The public wants better performance—more speed—more power—less waste," he said. And Twin-Ignition, valve-in-head, high compression motors achieved the desired result.

"Make it easy to take care of; then, make it easy to steer," he commanded. And centralized chassis lubrication, oiling 29 vital points at a touch of a pedal, became standard equipment on the Twin-Ignition Nash. A new steering mechanism now ensures the world's easiest driving control!

"Now clothe efficiency with beauty," was his final suggestion. And the long, low-slung Salon bodies the lines of which have already delighted almost 200,000 owners, came into being.

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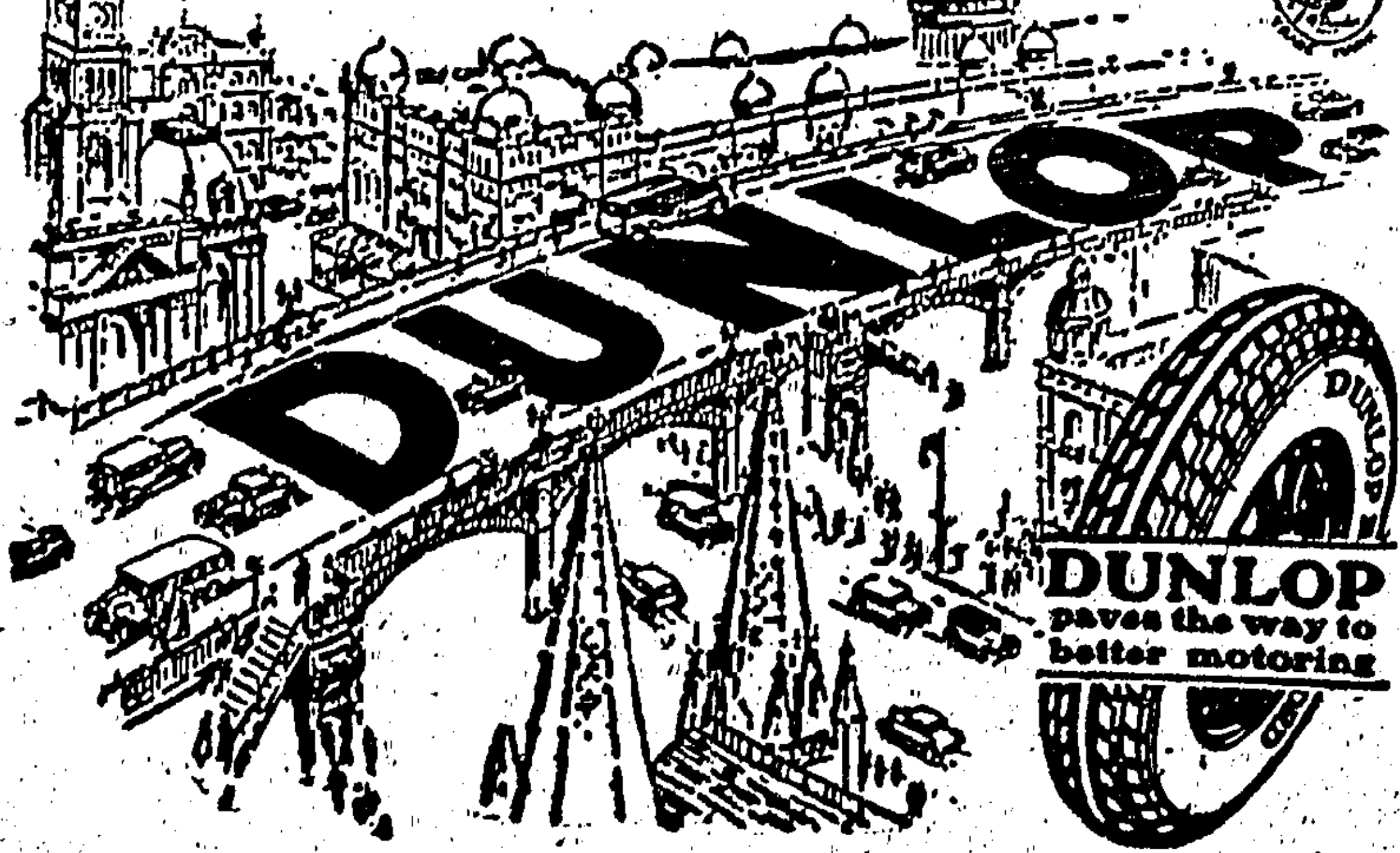
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Pictorial Supplement

January, 4th, 1930.

Readers are invited to send photographs of local interest for reproduction in this Supplement.



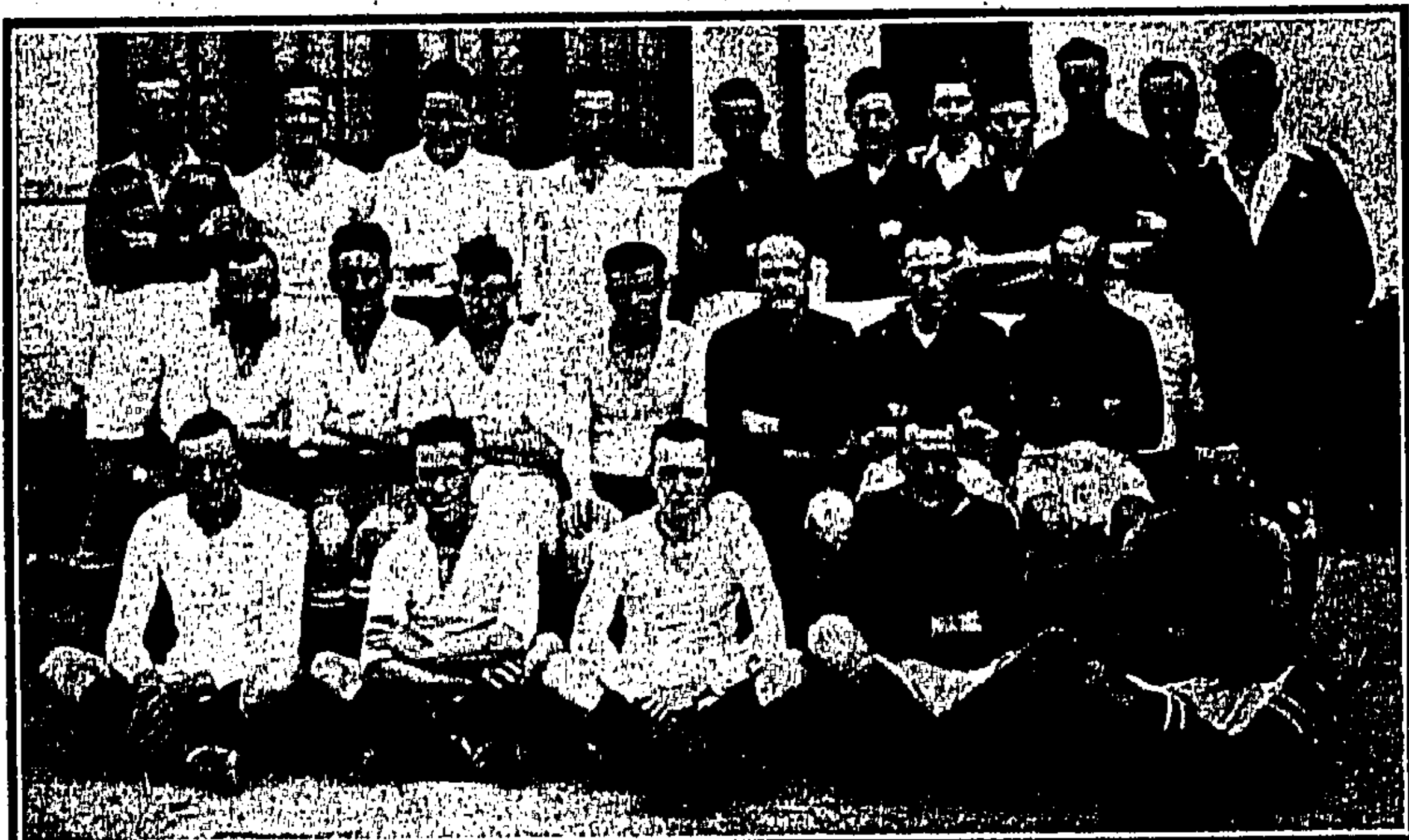
"Seven Eyes" is the happy title of this study by Mr. A. Abbas, which won the first prize in the Open Portraiture Section of the Hongkong University Amateur Photographic Club's exhibition recently. Other winning pictures are also seen on this page.



"Sonny Boy," by Dr. M. B. Osman, which secured 1st prize in the Portraiture section for members of the H.K.U.A.P.C.



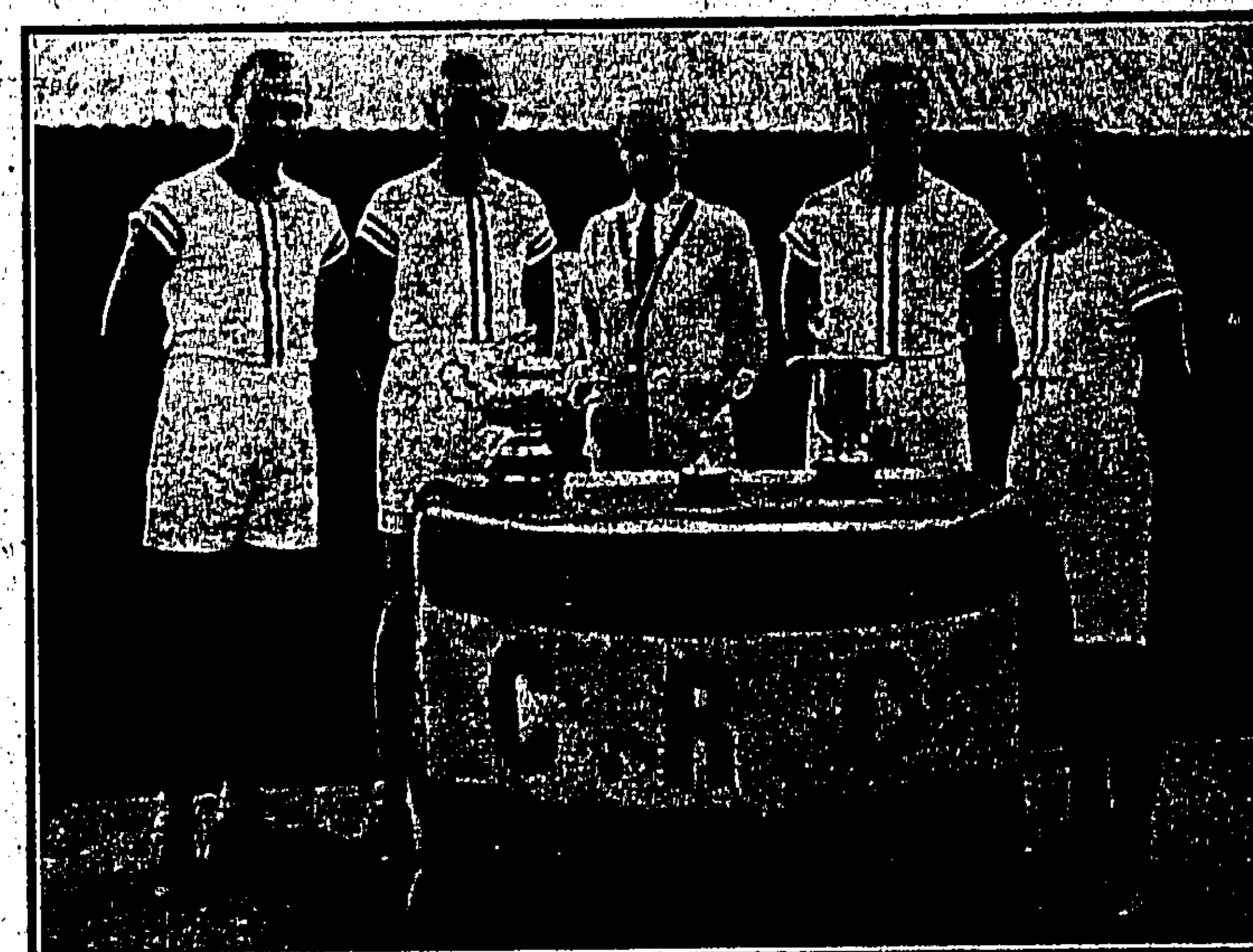
A fine study, entitled "Childhood and Old Age," which won for Mr. V. Enok a first prize in the University amateur photographic exhibition.



The teams representing England and Scotland which met in the final of the International Charity Cup, Scotland winning by two goals to one. The Scottish team is on right. (Photo: Mee Cheung).



"Eucalypti," by Mr. P. A. Dragon, which won first prize in the Open Pictorial Section at the University photographic exhibition.



The Canton Rowing Club's Senior Four which recently won the Cameron Challenge Cup for the second time in succession against Hongkong oarsmen. Left to right:—O. Friessner (bow), M. Schloemer (No. 2), W. Seifert (cox), J. H. Erlich (No. 3) and R. Rasmussen (stroke).



Above are two interesting pictures taken at the Civil Service Christmas Tree Party and children's sports—an occasion much enjoyed by the little ones. (Photos: Mee Cheung).



One of the English forwards robbed of the ball by a Scottish defender in the match for the final of the International Charity Cup at Happy Valley on Boxing Day. (Photo: Mee Cheung).

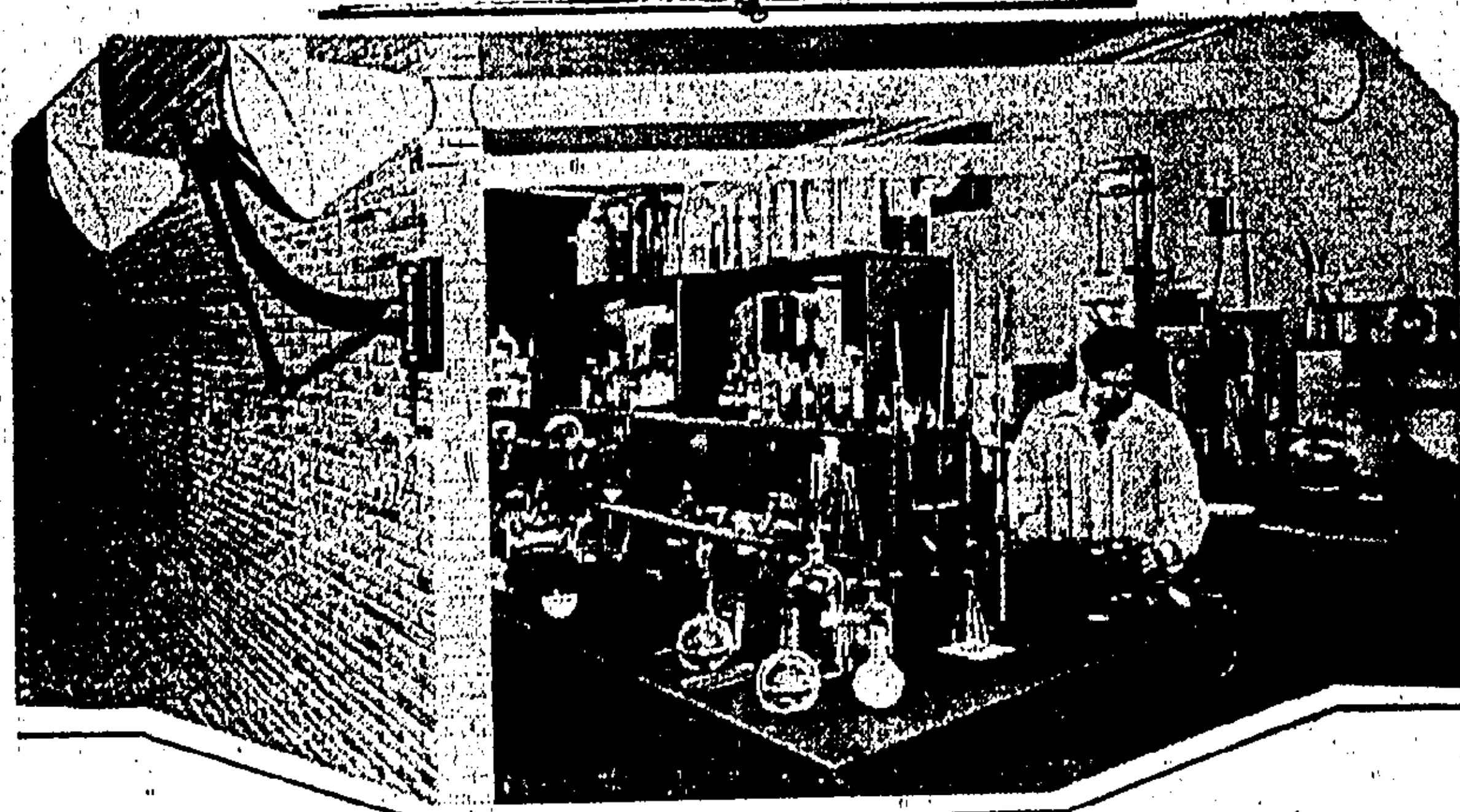


This photograph was taken on the occasion of the annual dinner of the British residents of Canton recently. The evening was a most successful one and the dinner was a most enjoyable one.



This photograph was taken on the occasion of the annual dinner of the British residents of Canton recently. The evening was a most successful one and the dinner was a most enjoyable one.

BUILDINGS WITHOUT WINDOWS. NEW IDEA BEING EXPLOITED.



Dr. Frank E. Hartman in his laboratory, showing the arrangement of bull's-eyes and reflectors whereby he proposes to illuminate buildings without windows.

The school, office building and factory of the future will be built entirely without windows, if a theory being advanced by Dr. Frank E. Hartman, Chicago physicist, is upheld by laboratory experiments he is now conducting.

Dr. Hartman proposes to give such buildings their light by small bull's-eyes in the walls, and their ventilation by mechanical air passages.

He declares that windows waste heat, distract the attention of office workers and school pupils, are inefficient for ventilation and are a costly part of the architecture of a building.

"Few schoolrooms and practically no big offices and workshops can be uniformly illuminated by

windows," he says. "As a mental disturber in schools and offices, a source of noise and distraction, the window contributes considerably toward economic loss, while the temptation to open the window and let in so-called fresh air has done more to retard and obscure scientifically correct ventilation than any other single factor."

"Proper ventilation is almost impossible when windows have to be contended with. In fact, the window is more a necessity of custom than of fact. Located, as they are, in vertical walls, windows must, during most of the day, receive only diffused or reflected light. Due to the width

of our streets and the height of our buildings, all save the top-most windows derive very little advantage from the sun during the periods before and after noon.

"In addition, the window glass in most buildings shuts out the sun's ultra-violet rays. Skyshine, which is as rich in ultra-violet as the direct rays of the sun, can only enter through reflection."

Dr. Hartman proposes to connect the bull's-eyes in the walls with a series of reflectors which would flood the room with sunshine and "skyshine" at all hours of the day. He is now working in his laboratory to establish the best means of doing this.

HONGKONG AMATEUR PHOTOGRAPHERS.

Suggested Formation of Portfolio Club.

The Hongkong University Amateur Photographic Club is to be commended on the high standard reached in the recent exhibition, but a close examination of some of the pictures shows the touch of the professional hand in the finishing process. It seems to me hardly fair that photographs which come within this category should be matched against those entirely the work of the amateur. The professional has at his command a vast stock of papers of varied kinds as well as all manner of mounts, whereas the amateur pure and simple is left to worry out these things for himself.

It is to be realized, of course, that strict adherence to the rule that all work must be wholly done by amateurs would probably mean that we should have no exhibitions at all. The real evil lies in the fact that although there are many very keen amateur photographers in the Colony, there are no facilities for the great majority whereby they can themselves do the work. As a consequence, half the joy of photography is denied them.

It seems to me that the remedy is the formation of a big Photographic Club with headquarters somewhere in the central district, equipped with all necessities. If the Colony can have an Art Club, why should it not have a Photographic Club as well? Of course, there is the University Club, but many associate members joining it would find it inconvenient to take advantage of its facilities, by reason of its out-of-the-way situation.

At any rate, it will be conceded that to the many keen amateurs an exhibition annually is not sufficient to maintain their interest in the art. Would it not be possible, therefore, if difficulties were found in the way of forming a Photographic Club, to establish a Portfolio Club? Under this scheme, the best prints of each member could be circulated to other members monthly for helpful suggestions and constructive criticisms. The trouble with most artists is that they are apt to set up their own standard of work.

THE MIRROR OF BEAUTY.



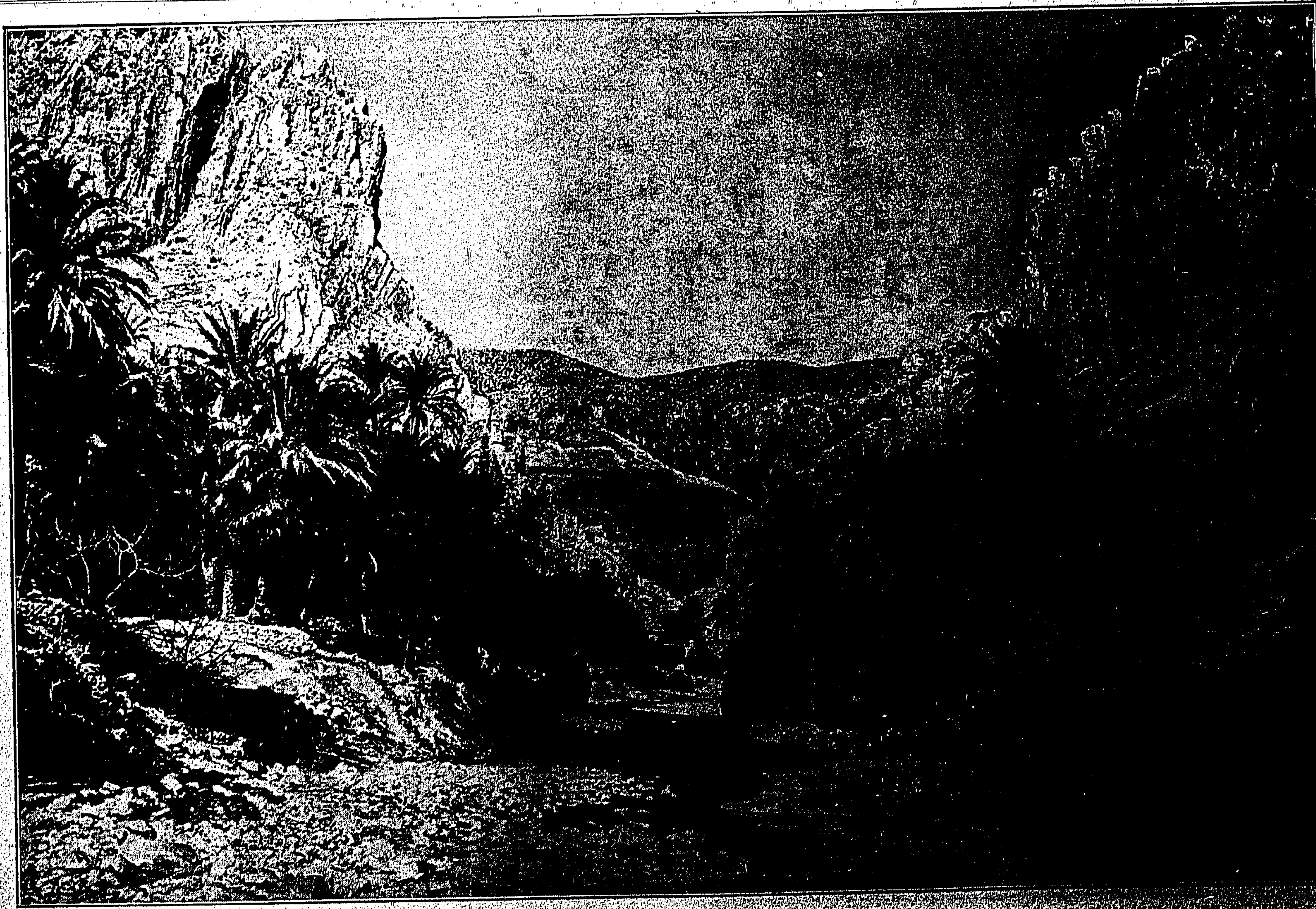
Dolores Costello, the famous Warner Bros. star, is here seen in a charming pose, with mirror effects.

There is thus a danger of pushing too far forward our own ideas or futuristic conceptions of art, such, for example, as Epstein's statues in London—not that one aspires to such heights of genius as he does—but what is art, after all, if it is not born of that conception of what is beautiful by the man in the street?

At any rate, there is every reason why some sort of Club should be formed in this Colony by amateur photographers. For one thing, it would mean that many exhibitors would be saved the dis-

appointment of thinking the judging of prints unfair if their exhibits did not come up to the standard set by the judges, but, above all, it would sustain interest amongst local photographers all the year round.

A. B. C.



A view of the famous gorge of El Kantara, known as "the gateway to Sahara." This pass through the Aurès range is on the route from Constantine to Biskra, the winter resort on the edge of the Sahara.

GLAMOROUS PARTY GOWNS

if your mistletoe fails in its romantic appeal these holiday habiliments, turning their back smartly on the fashions of 1929, will put over the big idea

ELEGANT, formal, flattering and decorative are these evening gowns in which any woman could easily believe that all New Year's wishes would come true.

They follow the new silhouette in expressing the rounded curves of lovely figures. Hiplines are kept svel and all flare comes well below the hips, often increasing near the knee. Low flares are extremely important in new gowns, some of them featuring flounces posed very low on their irregularly cut skirts.

Decolletage assumes tremendous importance in the more formal age into which fashion is passing. Rich fabrics have their decolletage cut in one with their bodices, thus achieving an elegance of simplicity, though many of them are very intricately cut.

YELLOWS, flame reds, orange, clear brilliant greens, blues from ciel to royal, pinks from flesh to deep rose and many lavenders will brighten the Yuletide ballrooms. But there will be a tremendous number of demure whites and sophisticated blacks among the throng. For nothing this winter is more magnificent than the black evening gowns that Paris has sent us, though not as a Christmas gift.

Satin, crepe de chine, crepe-satin, georgette, chiffon, velvet and lunasol, shot with gold and silver are all important in the evening. Moire is used in some magnificent gowns, especially those that feature unique tiered effects, and late is still a good choice for evening.

THE unevenness of skirt hems has no single place to favor. Back length is a great favorite, with the front raised slightly or even more than slightly, to show a lovely pair of legs. Some gowns have floor length for the front panel, shorter on sides and the back trailing on the floor.

While waistlines are emphasized in all the new party gowns, one has no sense of a break in the silhouette at that point. This comes partly from the princess lines most gowns affect, but it comes somewhat from the fact that belts rarely are of anything but self-fabric and that belting on an evening gown is rarer than it is on afternoon things. A fold of the goods, an especially cut design that lets in a fitted piece to simulate an unusual belt line, or perhaps a front peplum may become a sash across the back to owing to a big bow.

FOR the first time in years, Mother's New Year's Eve gown and Daughter's may be utterly different in cut. The slender-silhouetted mother of a debutante has discovered that there is a premium on sophistication in this new age of magnificence. Therefore she capitalizes her dignity and gets a stunning splendor in place of girliness.

Daughter, vaguely aware that her teens won't let her wear some of these splendid garments, may go Mother one better and have a long-to-the-floor gown with empress high waistline that makes her look like a cute little girl parading in someone else's things.

I. THE demure girl will revel in a gown like this violet lace creation from Lucille Paray. Its startling device for originality co-ordinates the modest bertha with the sophisticated train, a truly lovely thought. Violet silk lace fashions the princess frock and the deep knee flounce. Violet chiffon takes up the task of creating from this point on and lets in a wide band of chiffon above the lace flounce, fashioning a big bow knot and trailing wide ends for the train. There is a "little girl" knot of chiffon at the front of the bertha with streamers.

II. THERE are three lengths of coats. Very short, very long and a third length that last year would have been called too long. For it reaches just below where last year's gowns ended, that is, somewhere around the calf of the leg.

Short evening coats are smart and cute for those who can have a coat for every costume. The very long length that sweeps the floor is excellent for that queenly gown that does the same. But for the woman who may wear many kinds of evening gowns in a given season, the intermediate length is a good choice.

Lucien Lelong creates this ineffably lovely ermine evening cape with two flounces of ermine furred to give it flare.

It is a dolman cape that snugles to the body and then flares below the hips for the lower flounce. The top flounce is posed at elbow length. Mink fur trims it in unusual manner, fashioning the collar and edging the closing. The coat slants its flounces to follow the down in the back silhouette.

III. FOR the college senior who feels sophisticated, or the young society girl who has no desire to be classed with the debutantes after her season or two out in society, there is this elaborately conceived evening gown with tremendous originality from Martial and Armand. Its perfectly plain gold and pink lame is sumptuousness and regal simplicity in one. Its coloring is exquisite, romantic, alluring.

The bodice closes slightly over the princess waistline and hipline and in the back it is cut out to do the most possible for a lovely back and still maintain its reputation of conservative quality and good taste.

IV. **DISTINGUISHED**, the cynosure of envious eyes, should anyone be, wearing this original evening gown from Tollmann with its bow decolletage. It is made of "poult de soie," ineffably lovely and feminine, and is fashioned intricately with a hip flounce joined in points to a snugly-fitting bodice that is split at one side in the back to fashion two wide bands that tie on the other side. This intricate back and the front and the shoulder straps are all in one piece, with the flounce skirt fashioning the second piece. There is an intricately cut back to the skirt, too, for it falls in many lengths, some squarely cut and some pointed.

V. **ULTRA** sophisticated is this unusual evening gown by Maison Lenief made of black taffeta, embroidered in silver thread polka dots. The fabric itself is sumptuous and its black and silver contrast amazingly lovely. But it is the cut of this gown also that makes one marvel.

Molded skillfully, it fits the body with glove-like beauty across the front, the left side and back and on the right side the 10-inch flounce that hems it slants upward to simulate a side adornment. The gown has the wrap-around skirt that Paris conceives so masterfully, and this pleated flouncing falls naturally from the lapped-over edge of the skirt.

But the decolletage is as arresting as any other feature. It is, I believe, what gives that ultra sophisticated touch. It is very wide, with its narrow shoulder straps at the outside of the shoulders and its back forms almost a heart shape in the way it is cut and the narrow straps join the front at a curved line over the bust, with the front decolletage dipping slightly at the center.

Black slippers, with some of Paris's new "silver" stockings, are the proper accessories for this gown. These stockings are silver mesh that is very luminous at night.



I. paray achieves a novel effect in this violet lace gown by co-ordinating a modest bertha with a sophisticated train.



III. originality is displayed in the cut-out decollete in this plain gold and pink lame evening dress by martial and armand.



II. lucien lelong presents this white ermine evening cape with unusual mink trimming.

IV. tollmann uses crimson "poult de soie" for this formal evening dress with its bow decolletage.

V. maison lenief offers this black taffeta gown embroidered in silver polka dots.

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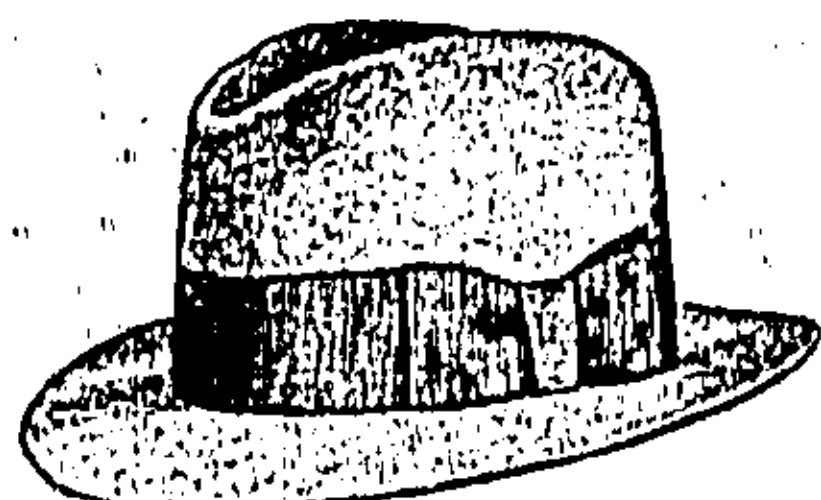
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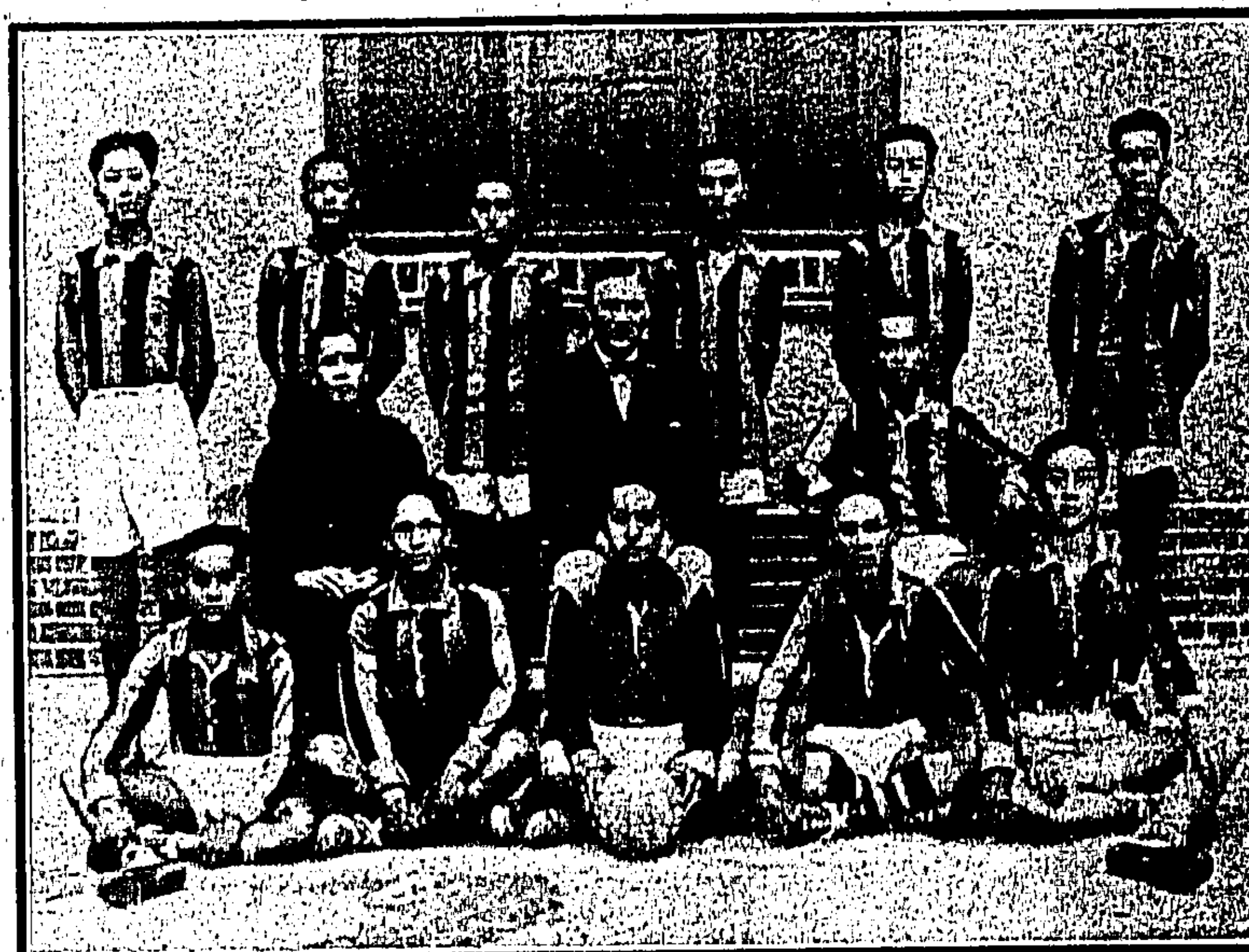
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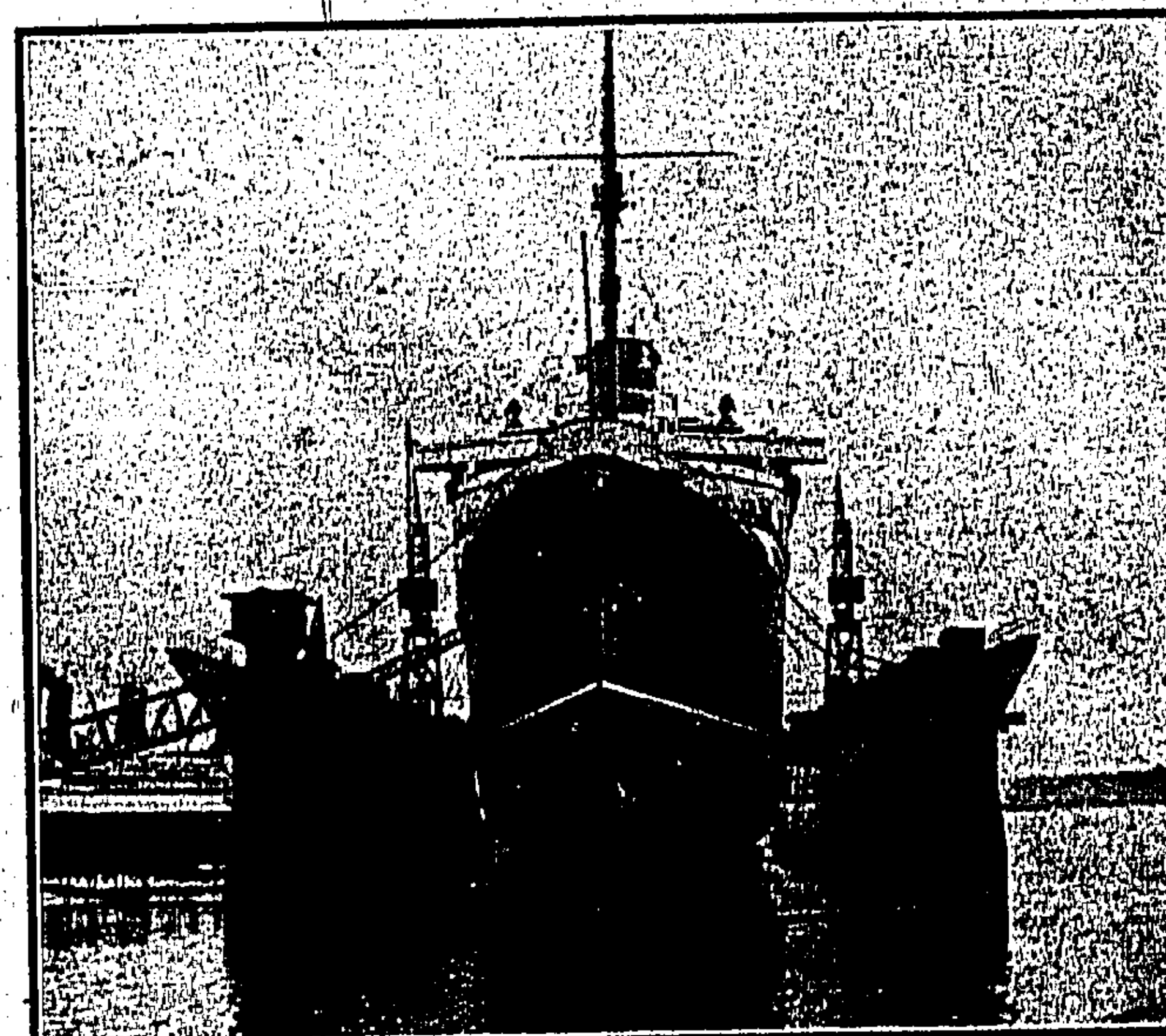
Kowloon Police Relay Team which received a walk-over in the inter-police sports from the Hongkong Police, winning the trophy for the second year in succession. Left to right—Standing: P. C. Hemsley, S. I. Rogers, L/S. Rogers; sitting, L/S. Wood, A. P. S. Jessop, L/S. Farrell, and L/S. Shepherd.



A lively moment in front of the South China goal during the League match against the Navy last Saturday at Caroline Hill. The naval men won. (Photo: Mee Cheung).



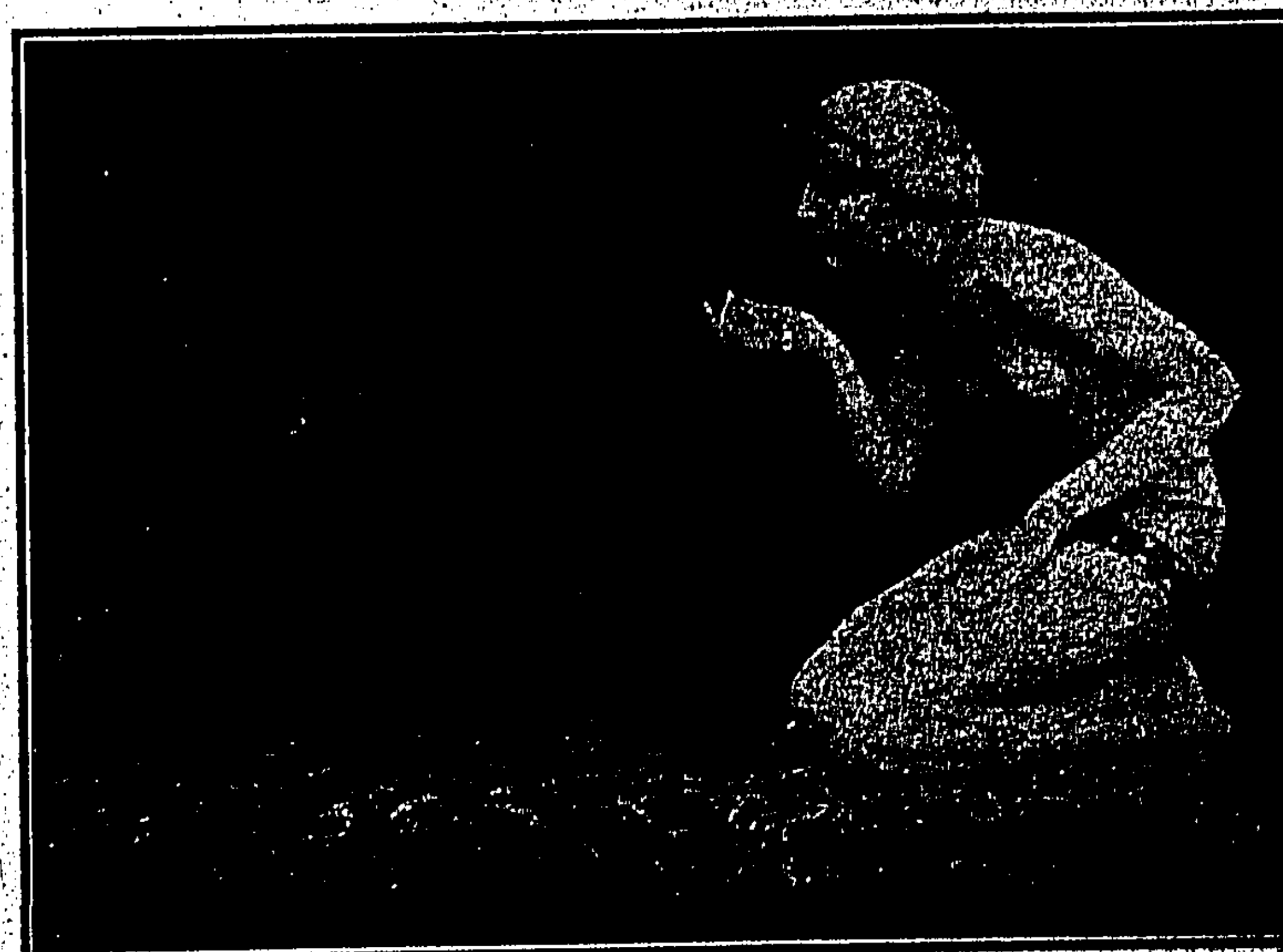
Young footballers. They are students of the Yaumati Government School. Seated in centre is Mr. C. Mycock, the headmaster. (Photo: The King's Studio, Kowloon).



The N.D.L. liner Bremen, which recently broke the Atlantic speed record, photographed in dry dock at Southampton, where her hull was repainted. (Photo: Central News).



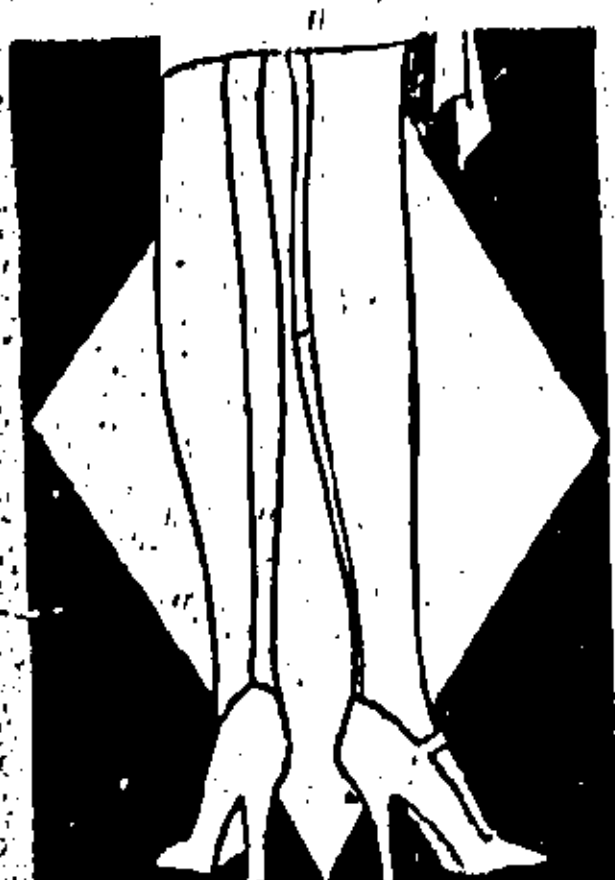
The Victoria Recreation Club's water polo team which won the championship this year. Left to right—Back: Messrs. Soares, Victor, Roza Pereira, and Liang; front, Messrs. Marcel, Stewart and Knight. (Photo: Ming Yuen Studio).



"Diana," one of the beautiful pieces of Italian statuary now showing by Messrs. C. E. Warren and Co., Ltd., being the work of Baccio Bandinelli of Florence.

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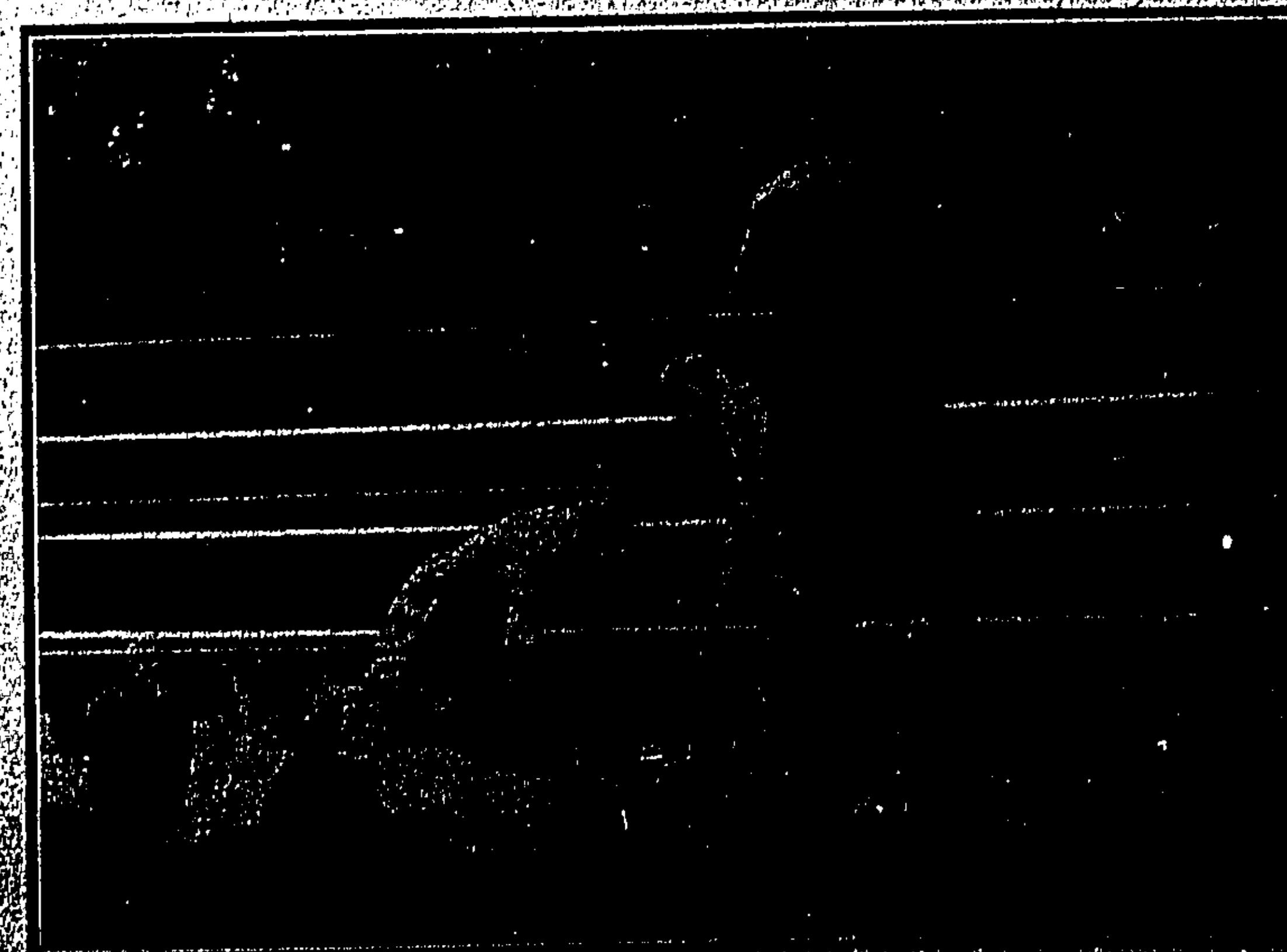
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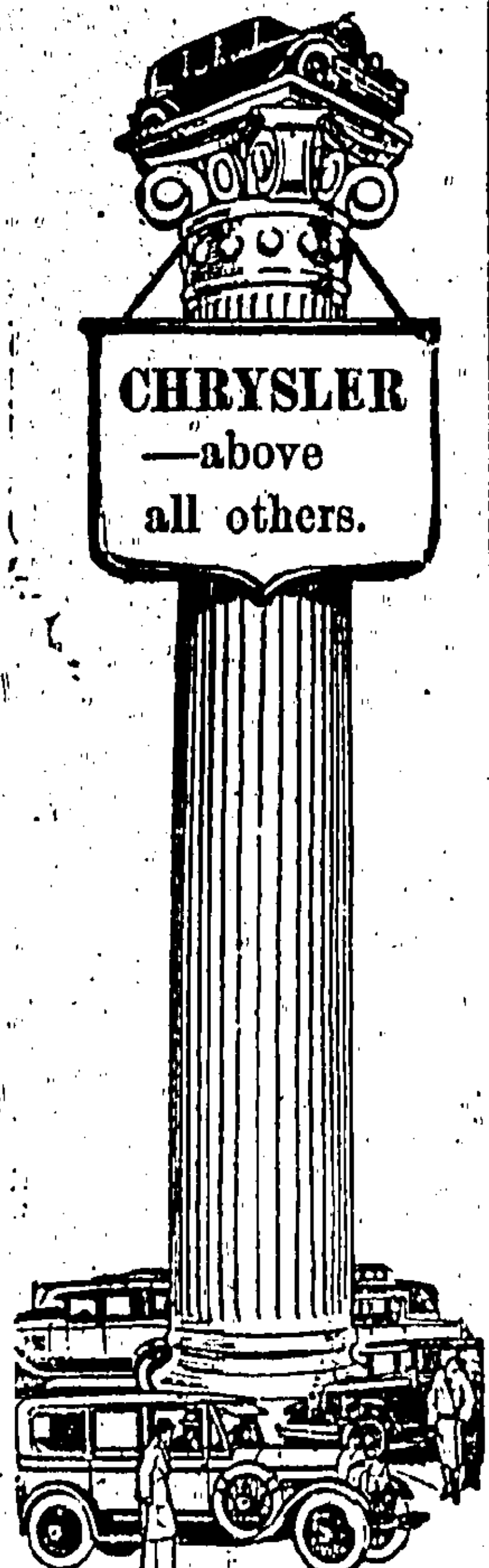


A happy group of Kowloon golfers taken at the Water Police Station on Christmas Day. (Photo: The King's Studio, Kowloon).



MUCH OIL IN GROUND.

American Petroleum Institute estimates there are more than 25,000,000 acres of oil-lands in the United States. Of this number only 3,000,000 acres are actively producing.



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OWNERS AS AGAINST CHAUFFEURS.

The Employers' Side of the Problem.

My first motor-car was purchased to Hyde Park and arrived there without mishap and alighted at the beginning of the Row. My wife and I decided to walk and let the car pick us up at the Albert Gate. No car arrived. Eventually we retraced our steps and at length saw a crowd standing round our car, whilst my chauffeur was lying on the ground. The engine had stopped; he had attempted to start it without retarding the ignition, with the result that it back-fired heavily and broke his arm.

Number Two was a "Joy-ride."

My next man belonged to a different category. He soon realized that I knew nothing of cars and profited thereby. I had ordered my car for three o'clock and waited and waited.

Presently a 'phone call came through: "Very sorry, sir," said my chauffeur, "I can't bring the

car out this afternoon, she has a short circuit."

"My car has a short circuit," I told a friend, "and my man says he can't drive me. What's that, do you know?" I asked.

"Yes," he replied, "that means the steering gear won't work and the car goes round and round in circles; very dangerous!"

Later on I was walking when I saw a car which I recognized as my beloved Napier careering along filled with singing people. My chauffeur was at the wheel, his cap on the back of his head, his face florid. They had all imbibed, not wisely, but too well. So the next No. 2 left my employ.

I then had a series of hopelessly incompetent men, and at last a good one who remained several weeks. Breakdowns were constant and he worked really hard, but the hand of fate was against him and he was suddenly taken ill whilst driving me.

This happened in a lonely road. Almost in despair I stopped a little man walking towards us and said, "Can you drive a car?"

"Yes," he said, to my surprise, and drive it he did, and at some speed for those days. I know we sat petrified, waiting for the crash, but strange to relate we got home safely, without even the customary breakdown.

My next experience of motoring was on my return from South Africa in 1908, when cars were very different, and I bought a 40 h.p. Wolseley landaulet at the Show. Yellow it was, and christened "Mustard Pot" by a humorous bus driver.

Too Proud to be Passed.

Chauffeurs had improved just as much as cars and my first man was undoubtedly the best I ever had or probably will ever have again. He was as proud of the car as if it were his own and looked after it like a child. Unfortunately, it was this very pride that forced me eventually to part with him. No other car was ever allowed to pass us, and as soon as one tried, down went his foot with the result that we had some too exciting races and the over-keen attention of the police.

Time after time I used to stop him, and then he would crawl for miles at such a slow speed that we nearly went mad. At length, to my great regret, I had to dismiss him.

His successor, a big, red-haired giant, was the absolute opposite; no finesse, no respect for the car, just brute force. If he missed gear he crashed and ground it in; so long as the car went it was good enough. It looked dirty and neglected and he rapidly deteriorated.

My next man was frightened of it. He cleaned it beautifully, made himself up like a fashion plate, played the piano in his spare time, hung up pretty curtains in his quarters and was a regular dandy. He was keen on higher mathematics, but was a hopeless driver and I had no confidence in him, so eventually fired him.

This time another "new type!" A little man, always smoking, always sniffing, a jolly good mechanic, a jolly good driver, talked your head off, very obliging, but so dirty! Dirty he was in appearance and his car never looked clean, but I kept him until the war broke out and he went to do his bit driving a lorry in France. And I'm sure he loved the mud and dirt and was a jolly good soldier.

Then came the Armistice and petrol once more. The car (a 24-30 h.p. six-cylinder Wolseley now) was wheeled out and my latest driver prepared for action. The magneto wanted adjusting. He took it off and dropped it. He smashed it really well, and a new one had to be obtained.

He took me out, but forgot to fill up with oil. There was a sudden stop. I was told that the engine had "seized," and we had to be towed to a garage. The subsequent bill was for some £80. He left.

In due time the Wolseley went the way of all cars and was followed by a Talbot and then a Rolls-Royce, a Silver Ghost model. I had an excellent man at the time and sent him to Derby to learn the course, after which he drove me for some years. Then trouble cropped up between him and the gardener and he left.

A Genius for Doing the Wrong Thing.

It was about this time that the general strike took place and I found it impossible to get a Rolls man immediately. As I had also a small 14 h.p. saloon I obtained a temporary chauffeur to drive this and put the Rolls away. He was certainly an amusing, although costly, experience.

I remember I wanted a new cover on one front wheel, so sent him to get one, instructed him to fit it whilst I lunched at my club and to call for me at an appointed time.

On leaving my club I beheld him waiting by the kerb and signalled him to come up to the entrance. The car looked odd, lop-sided. I stared with growing amazement at

a huge tyre like a balloon on one of the front wheels. Enormous it was and totally out of proportion.

"Whatever have you done?" I asked him.

His eyes grew round as he looked. "Seems much bigger than the others," he said, "it took me two hours to get it on."

"Well, go and get it off again," I replied, "and fit one the proper size." How he ever got it on I do not know.

On another occasion he fixed one of those mechanical air lines to inflate the tyre and forgot to remove it, until the explosion, which blew the cover off the wheel, recalled him to his senses.

Looking back now, I think (although I did not think as at the time) his greatest deed was the adjustment of the four-wheel breaking system. He read the book most carefully, but unfortunately gave the front-wheel brakes a considerable lead instead of the rear ones. I can feel the horrible jud-

dering even now that took place each time the brakes were applied, when I used to wonder if the body was going to leave the chassis or the wheels were going to part company. And yet this man was one of the cleverest and luckiest drivers I ever had. He took amazing risks, did astonishing things, executed wonderful manoeuvres, which left me frozen and terrified, but never once did he touch anything or meet with an accident.

Thought he was the Owner.

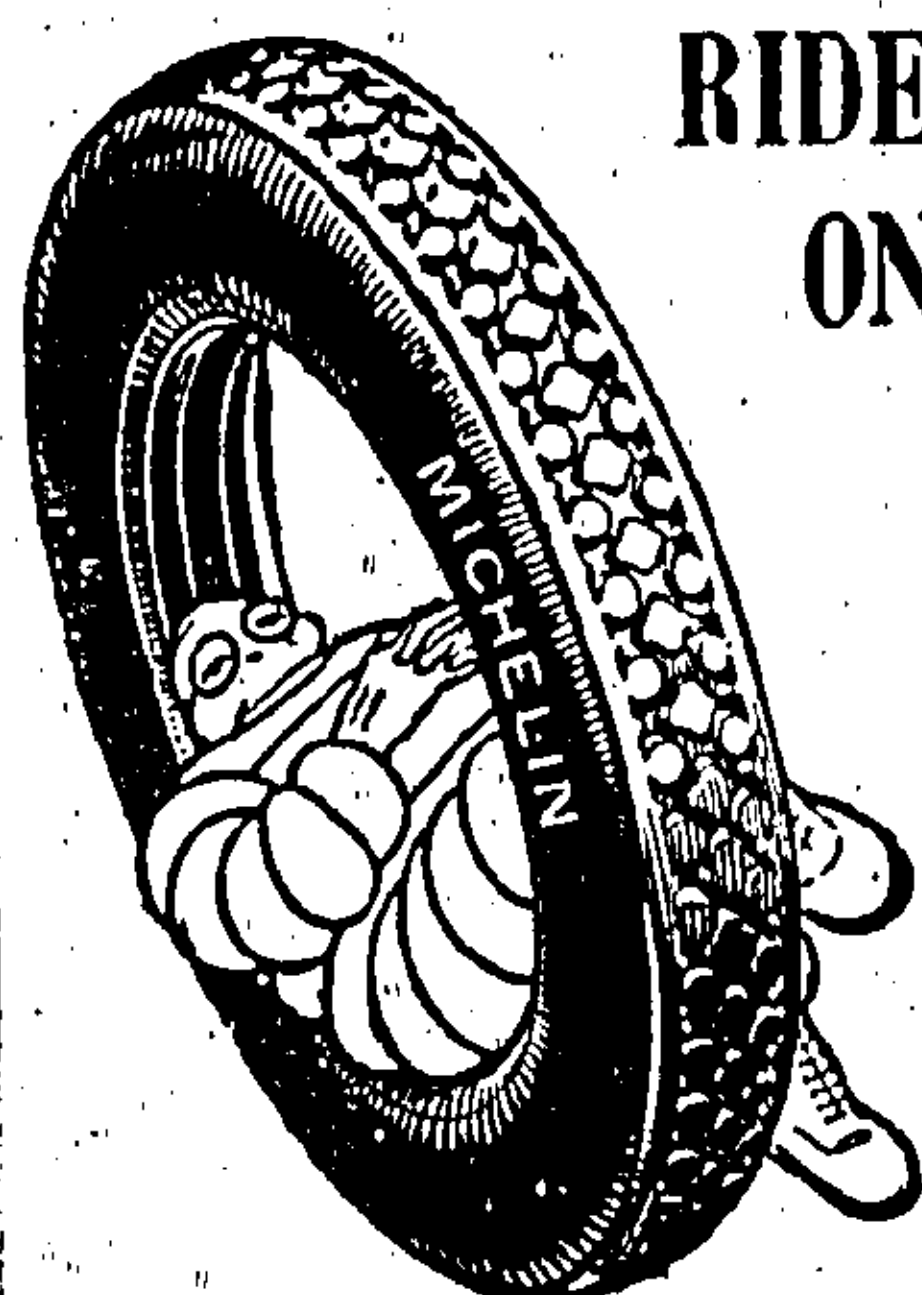
After this, I used the Rolls again. Then came my most amazing experience. I engaged a chauffeur whom I kept one week. Had I kept him longer I am convinced I should have become the chauffeur and he the owner. He told me when I could have the car and when I could not, demanded most elaborate alterations and decorations to his quarters, enamel instead of paintwork, a porcelain bath, a couple of smart lounge suits, etc. I think I shall trade places with him.

RIDING FATIGUES MIND.

An experiment conducted by Dr. Fred A. Moss of George Washington University tends to prove that automobile riding dulls mentality. Persons given problems to solve, worked them first before riding. After an automobile ride, it was found that mental multiplication was decreased in speed about 19 per cent, and in accuracy 18 per cent.

ROADS MARK AIR TRAILS.

The aeronautics branch of the U. S. Department of Commerce urges that highways be marked with large numbers from 10 to 30 feet in height, in order to guide airplanes across the country. By acquainting aviators with highway systems, it will be an easy matter to follow a course in the daytime.



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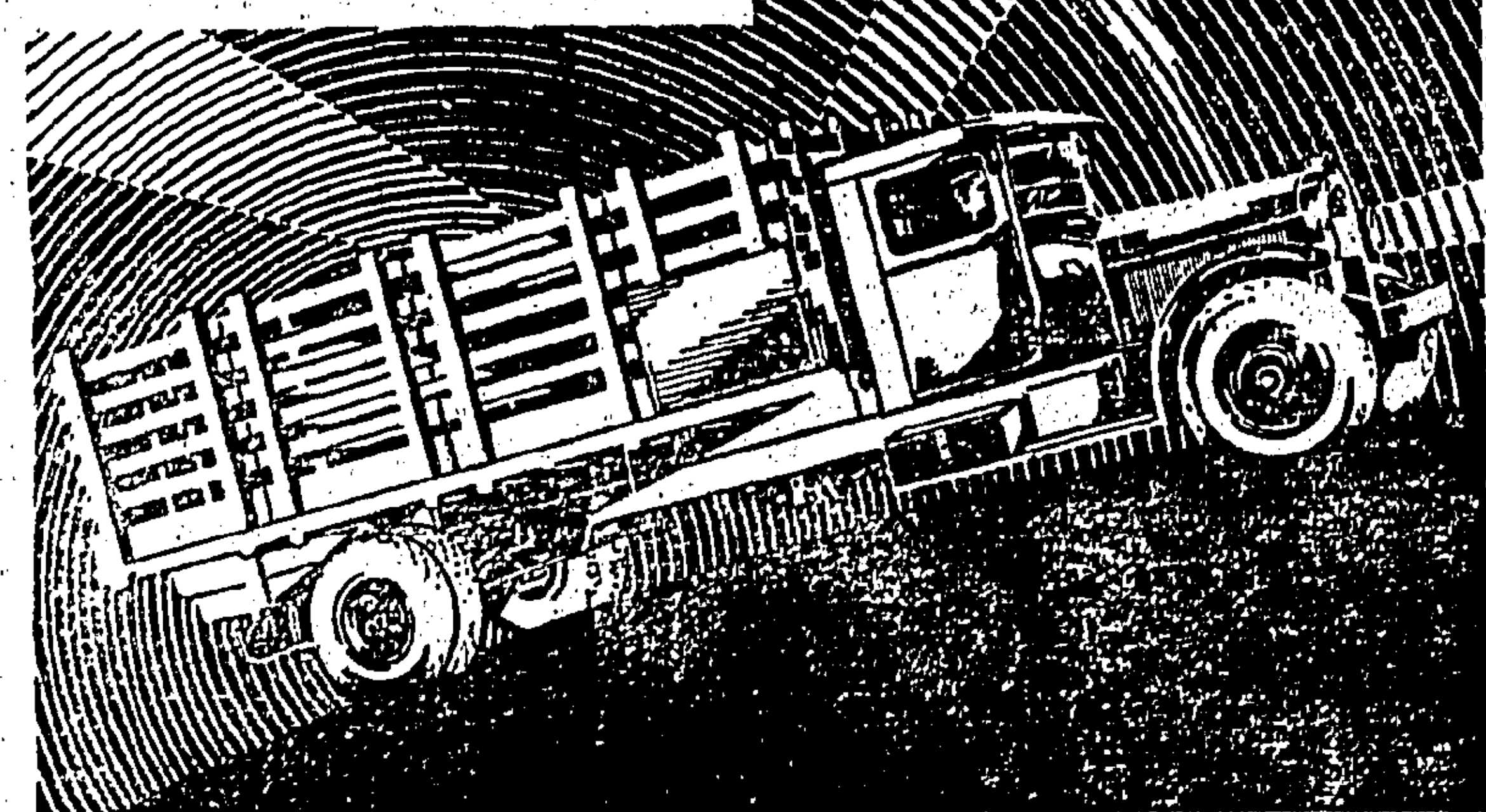
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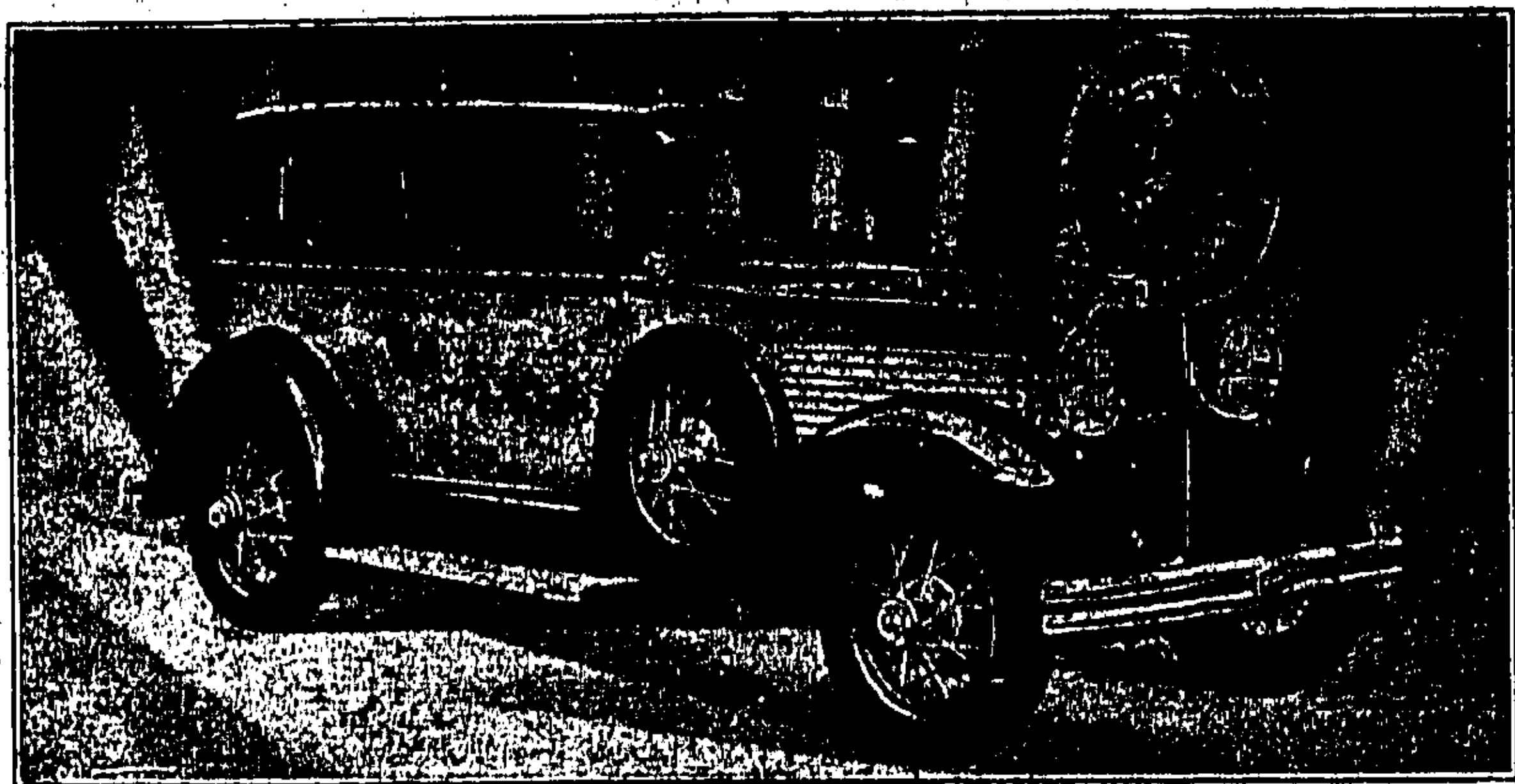
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NOISELESS GEARS.

Comfort of Automatic Device.

ARMSTRONG-SIDDELEY TESTED.

Missing from the automatic self-changing Armstrong-Siddeley are the familiar gear stick with which so many people play so many tunes, and the usual whine of mounting speed in the lower gears.

These are unregretted losses, and they are replaced by a device which is an inducement to change gears at every opportunity. Instead of fumbling the task. They are the only losses, too, for acceleration, flexibility, and complete control all have been retained. These facts were discovered in a 200 miles run in a 20/60 h.p. model during the week-end.

To a driver used to a substantial, long gear-lever, the small stick on top of the steering wheel and the lack of immediate response which follows its alteration of position seems freakish. That feeling exists for, perhaps, five minutes' traffic driving.

After running up and down the scale of gears a few times and gauging the strength of the clutch control return spring, the fact dawns that there is, not anything freakish about the system. At the end of 50 miles' running the scold is likely to become an enthusiast, and one who treats a car as a piece of machinery to be jollied along somehow and as quickly as possible will say: "Allah be felicitated! Here is something to reduce the travail."

No Guesswork.

Definitely, it is an improvement upon selective sliding gear transmission, because it eliminates timing—which mostly is guesswork—and reduces gear-changing to a mathematical certainty—a certainty with which the operator cannot interfere.

There cannot be gear-clashing, because there are not any gears to clash. An epicyclic train, as is this transmission, uses clutches instead of gear wheels, and the variations in ratio from bottom speed to top are accomplished by using the transmitting power of more or fewer clutches. That is all there is in it.

First speed transmits through one clutch; second through two; third through three; and top locks the transmitting assembly into one unit, which provides direct drive from flywheel to differential. This method makes pre-selection possible, for a change in the position of the gear lever is merely a preparation for a change of speed. The clutches are not affected until the foot control is pushed down. This action disengages the previous speed and, on its return back to normal position, engage the speed then indicated by the gear lever. Pre-selection may be made five minutes or a split second before the gear is changed. In either instance, the ultimate operation is the same.

Quick Action.

Driving in traffic, these changes may be made as quickly as the fingers can alter the gear-lever position. A flick of the right thumb and a quick stamp with the left foot, are the only physical exertions required. The gear lever can be thumbed down to the neutral position at a complete stop or dropped to second for quick get away if the car still has momentum. Actually, third speed is sufficiently flexible to take care of all re-starts on level streets, and its speed range is from 2 to 50 miles an hour.

Because there is not any gear whine third speed is an excellent medium for city driving. It can be used practically continually. Lower speeds are equally as silent, and the only variation in sound is the tune of the motor revving higher in the lower ratios and growing more silent as speeds are changed up.

Check and Accelerate.

The utility of the automatic change is appreciated in distance driving. Running in top, the selector lever can be placed in third speed position and kept there for emergencies. When swinging into a sharp corner a quick shuffle of the left foot effects a change down to steady the speed without the use of brakes, and offers a medium of faster acceleration as the curve is taken. Particularly, this is useful for fast travelling on the greasy roads which existed during the week-end.

Hills can be anticipated in the same manner, so that the car can race over a crest instead of struggling. It is a pleasure, instead of a task, to make these constant changes, and with a little use the driver's action becomes, as automatic as that of the gear box.

The descent of steep hills always is safer when lower ratios are used as a check, but a clean change down when the car is over-running the engine usually only is accomplished

by an expert. In such an emergency, the automatic change can be used without the possibility of missing the gear, and a drop from top gear to second is as quick as a one ratio change.

Despite the fact that water in the petrol prevented the motor from showing its best performance, the big Armstrong-Siddeley saloon covered the 80 miles between Sydney and Mittagong in 2 hours 10 minutes. On the return journey, its speeds were better, and it kept up a speedy 60 on all flat, straight stretches of road, dropping little speed on corners—where third gear was used as a check—and accelerating rapidly again. Top gear flew all normal hills, but it was not asked to do overmuch hill climbing, because of the easy method of changing down.

The new Razorback hill was climbed in third gear at 35-40 miles an hour on either side, and the maximum speed would have been about 65 m.p.h. The speedometer recorded only 60 m.p.h., but the needle could not go past that figure.

Easy After Dark.

Night driving does not bring any uncertainty in gear changing with the automatic systems. The steering wheel is not illuminated, but the lever can be felt falling into the notches on its segment which indicate the various speeds, and there is not any hazard about pre-selection.

The exhaustive test of this car confirms my opinion, expressed previously in *The Sun*, that a normally intelligent person who did not know the first thing about a motor car could learn to drive it within 15 minutes. And the greater part of the fifteen minutes would be spent in learning to steer.

CAR PRODUCTION UP.

The estimated production of automobiles and motor vehicles for the first eight months of 1929 is set at 4,446,000 units by the National Automobile Chamber of Commerce. This is an increase of 37 per cent. over the same period.

SILENCE AND SAFETY.

Motor-cycle Show Features.

3-WHEEL SURPRISES.

Silence and safety was the keynote of the Motor-Cycle Show, which was held recently at Olympia, Kensington, W.

The motor-cycle trade has taken to heart the criticisms that have been made of motor-cyclists. A really great effort has been made, not only to add to the safety of motor-cycling but also to silence the machines, so that they are not a nuisance to the general public or to other road users.

Motor-cycling has made tremendous strides on the Continent during the last few years. Many foreign visitors will be coming to London especially to see what

there is now in the motor-cycle line.

Visitors by Air.

Germany and Holland are particularly interested, and the K.L.M. air line of Holland have made arrangements to bring passengers over to England for the show at reduced rates.

The motor-cycles have evolved on car lines, the engines being more flexible and engine and machine being easier to control.

One of the surprises of the show will be a new three-wheeled two-seater vehicle, with the performance and silence of a car and the running costs of a motor-cycle. This is a B.S.A. with a 9-h.p. engine, and taxed at only £4, owing to the three wheels.

It is capable of 60 miles an hour and is priced at £115.

The cheapest medium-weight machine in the show is a £39 17s. 6d. Triumph. (Daily Mail).

B. S. A.

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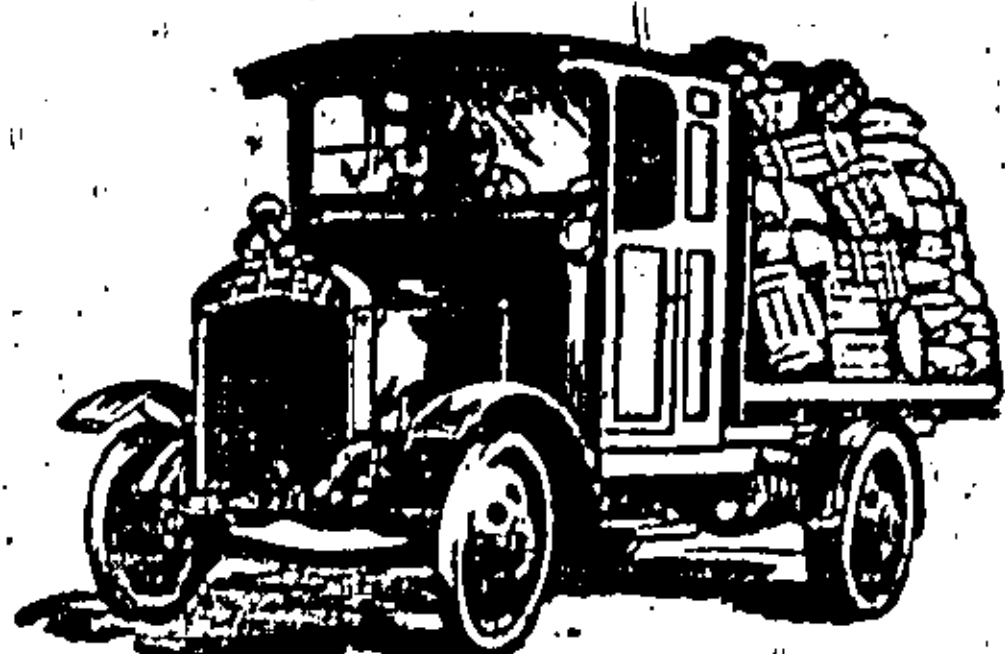
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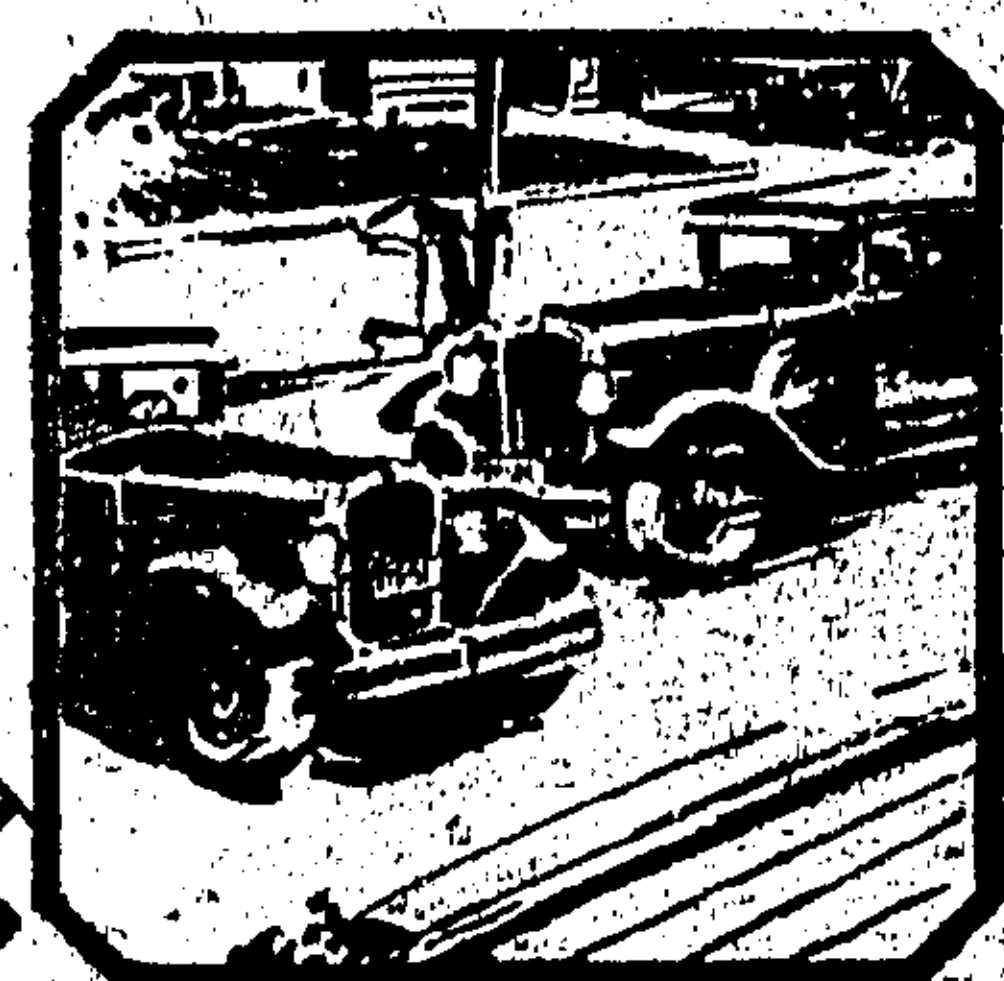
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Firestone
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HAICHING PIRACY
SUSPECTS.THIRD MAN TO BE CHARGED
VERY SOON.

HOSPITAL RECOVERY.

An interesting statement was made by Mr. L. R. Andrews, the Assistant Crown Solicitor, at the Central Magistracy this morning, when the two suspected pirates, who, it is alleged, murdered Mr. Kingsley Frank Woodward, the Third Engineer of the s.s. Haiching, again appeared before Mr. Hamilton.

Mr. Andrews said:—In addition to these two men, there will be a third defendant, who is now in the Government Civil Hospital. The man was wounded and was not expected to live, but yesterday I heard from Dr. Ware, of the G.C.H., who said that an operation had been performed on the wounded suspect, when the bullet was extracted from his lung. He is making rapid improvement and if he continues to make that improvement he will be out of hospital within 2½ weeks. Under those circumstances it seems best to continue to remand these two defendants formally, until we can try all three together.

The Magistrate:—Yes, I suppose it would be better for the witnesses to give their evidence once, rather than twice. How many witnesses have you?

Mr. Andrews:—A considerable number, but I cannot give the exact number at present.

The Magistrate:—Will you be able to have them ready for the February Sessions?

Mr. Andrews:—We can't get them ready for any particular Sessions. We shall have to suit the case to the movements of the former officers of the Haiching. We may be ready for the February Sessions, but that depends on when this other man is out of hospital.

Mr. Hamilton intimated that he could not promise to make more than one more week's remand, as they had to consider the position of the prisoners, and he might have to instruct the prosecution next week to go on with the case. He would, however, order another formal remand for one week.

The two men charged this morning are named Lam Hing and Chan May-ying, and both are described as Nansham Hokios.

CINEMA NOTES.

ALL-TALKING FILM OF
HAILO NIGHT LIFE.

"Speakeasy," Fox Movietone production adapted from the celebrated stage play by Edward Knoblock and George Rosener and coming to the Queen's Theatre tomorrow, is hailed as a fast moving panorama of New York night life, abundantly punctuated with thrilling dramatic climaxes and rib-roking comedy twists.

In selecting players for the principal roles for this all-talking photoplay, Benjamin Stoloff, director, literally combed the theatrical field. While preparations for the production of the story were in progress it was decided that only players with a fertile background of stage training be chosen. For this purpose the director journeyed to New York, where he "discovered" for the films, two of Gotham's most promising young stars, Lola Lane and Paul Page. These two players were cast at once in leading roles for "Speakeasy," and likewise placed under a long-term contract by Fox Movietone executives. Page portrays the character of Paul Martin, college-bred champion, who is saved from the clutches of an unscrupulous band of gangsters through the effort of a newspaper girl, Alice Woods, played by Lola Lane.

Henry B. Walthall, veteran of both stage and screen, is cast in a role peculiarly adaptable to fine command of emotional expression. He is cast as Fuzzy, speakeasy loafer, who gives his life that the youthful lovers may be reunited.

In the character of Big Min, speakeasy hostess, is Helen Ware, star of many stage successes. Her delineation of the difficult character is said to be amazing. Broadway knows her by reputation gained through long years of accomplishment with Belasco, Frohman, Harris, Woods, Selwyn, Brady and others.

The character of Cannon Delmont, crooked fight-manager and speakeasy operator, is done by Warren Hymer, actor of an old theatrical family and one of New York's best known actors. Hymer was playing the heavy role in "The Grey Fox" on Broadway when he was signed by Fox Movietone.

Sharon Lynn, Fox contract player, is seen in the role of Matzie, double-dealing gold-digger whose evil influence on Martin causes his rapid downfall.

Portraying the explosive newspaper editor is Erville Alderson, who has been associated with the

CANTON TENNIS
"AT HOME."PRESENTATION OF B.A.T.
TROPHY.

Canton, Jan. 3.
There was a large gathering on the courts of the Canton Citizens' Athletic Association in the First Public Park, Canton, yesterday afternoon, on the occasion of the presentation of the B.A.T. Challenge Cup by Madame Chan Ming-shu to the winners of the Canton Tennis League.

As was already forecast, the winners this year were the Canton Dragons (the first team of the Canton Citizens' Athletic Association) who led by three points from the Hong Lok A (the first team of the Faculty of the Lingnam University) and Lingnam (the Students of Lingnam University) who tied for second place.

The full final results of the League are as follows:

	P. W. L. Pts.
Canton Dragons	10 43 7 43
Hong Lok A	10 40 10 40
Lingnam	10 40 10 40
Japanese A	10 37 13 37
Shameen A	10 31 10 31
Canton Tigers	10 29 20 29
Tungshan Club	9 10 29 16
Japanese B	10 10 34 16

Returned Students Association 10 16 34 16
Hong Lok B 9 6 39 6
Shameen B 10 6 44 6

Yesterday afternoon the Canton Citizens' Athletic Association were "At Home" to the members of all the other teams in the League. The proceedings opened with some exhibition matches.

In the first match, Mr. G. S. Moss, C.B.E., H.B.M. Consul-General in Canton, and Mr. R. D. Wolcott, District Inspector of Salt Revenues for Kwangtung, defeated Admiral Chan Chak, Commander-in-Chief of the Kwangtung Provincial Fleet, and General Wong So, Commander of the Canton Arsenal, by two sets to one, the score being 6/4, 4/6, 5/3.

In the second match, Mr. Lu Man-kit and Mr. Ho Chun-man, of the Canton Citizens' Athletic Association, defeated Mr. A. T. Lay, of the Shameen Lawn Tennis Club, and Mr. I. Kinoshita, of the Japanese Club, in two straight sets, the score being 6/3, 8/6.

Mr. G. W. Graeme, President of the League, made an opening speech in the Cantonese dialect and called on Madame Chan Ming-shu to present the prizes. Admiral Chan Chak replied to this speech welcoming the guests, after which Madame Chan Ming-shu presented the magnificent B.A.T. Challenge Cup to the Captain of the Canton Dragons, Mr. Wong Po-keung, and individual medals to each member of his team, these being Messrs. Lu Man-kit, Ho Chun-man, Leung Tak-kong, and Lau Fook-ling.

Miss Wong, the little daughter of General and Madame Wong So, then presented a beautiful bouquet to Madame Chan Ming-shu. His Excellency General Chan Ming-shu, Civil Governor of Kwangtung, thanked all those present on behalf of his wife; and a final speech was made by Mr. G. S. Moss, C.B.E., H.B.M. Consul-General, who, speaking in the Pekingese dialect, replied on behalf of the guests.

The stands around the courts were packed to overflowing, large numbers of Chinese and foreigners being present. The pavilion was nicely decorated and tea was served to all the official guests. At intervals during the afternoon the Military Band and the newly-formed Police Band delighted all those present with some excellent music.

The B.A.T. Challenge Cup was first put up in 1928 by the British-American Tobacco Company, and on that occasion it was won by the Lingnam C. (now known as the Hong Lok A.) with the Canton Dragons as runners-up. This year, the second year it has been played for, the positions have been reversed. Our Own Correspondent.

Yesterday's return of the Medical Officer of Health contained six cases of small pox. All occurred on the island.

stage and screen for nearly a score of years.

World Theatre.

Nils Asther, who plays one of the leading roles with Greta Garbo in "The Single Standard," which is showing at the World Theatre as a new Metro-Goldwyn-Mayer feature, was born in Malmö, Sweden, and was a leading man in the Royal Dramatic Theatre in Stockholm when Miss Garbo was a pupil in the academy there.

Asther won success first in America as the son in "Sorrel and Son" and since that time has won wide popularity in "The Cosmetics," "Dream of Love" and in "Wild Orchids," in which he made his debut opposite Miss Garbo. John S. Robertson directed the new film from Josephine Lovett's adaptation of the sensational Adela Rogers St. John's story.

SMOKE NUISANCE
IN HARBOUR.NEW LOCAL REGULATIONS
ISSUED.

PROVISION FOR FINES.

The following regulations have been made under the Merchant Shipping Ordinance:
Smoke in such quantity as to be a nuisance shall not be sent forth or emitted from the funnel of any steamship in any port of the Colony.

For the purposes of this regulation the expression "smoke" shall include soot, ash, grit and gritty particles.

Every person who is responsible for, or is a party to, a breach of this regulation and the master of the steamship on which a breach of this regulation has been committed shall be liable to a fine not exceeding one hundred dollars.

The court or magistrate hearing any information or complaint against a person for breach of this regulation shall not convict if of opinion that the furnace has been so constructed and maintained as to consume or burn, so far as possible, all smoke arising therefrom and that such furnace has been carefully attended to.

THE FOOTPATH WAY.

(Continued from Page 6.)

The slightest self-consciousness on the part of the pathmaker would ruin his result by destroying the effect of perfect spontaneity to be seen in all natural paths. They are not produced by calculation. Like all the best service of society they are made without the slightest thought of "making the world a little better."

Footpaths are made a good deal as poems are written, in the freedom that never forgets the restraint of law. Perhaps the best that we could do, then, in an effort to extend their number, would be to follow poets about on their apparently aimless wanderings, never allowing the poets themselves to know that they were being watched. In that way we might make sure at least that the footpaths of the future would run through pleasant country. Of every footpath laid out in this way by a poet we might say as Lowell did of his:

It mounts athwart the windy hill
Through hollow slopes of unland
bare,

And fancy climbs with foot-fall
still
Its narrowing curves that end
in air.

SALARY INCREASED.

NO PERSONAL BENEFIT FOR
NEW YORK'S MAYOR.

New York, Jan. 3.
Although Mayor Walker recently had his official salary raised from \$25,000 to \$40,000 he will not benefit by this as he has decided to give the difference to City charities.—Reuter's American Service.

A most distinguished visitor to the Colony is Professor Charles Gabriel Seligman, one of the world's best known anthropologists, who is engaged in a tour of the Far East, concluding next month.

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"THE VIKING."

COLOUR FILM SHOWING
AT QUEEN'S.

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"Jove, Meadows, I shall send this whimsical bit of buffoonery to my friends as a yuletide greeting."

—GORDON SEQUEL MC
222-115-117-117

—GORDON SEQUEL MC
222-115-117-117

SHARE PRICES

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Rongkong Bank, \$1330 n.
Chartered Bank, \$181 n.
Mercantile A. & B., \$301 n.
East Asia \$95 b.

Insurance.
Canton Ins., \$695 b.
Union Ins., \$367 b.

North China, Ins., Tls. 160 b.
Yangtze Ins., \$50 n.
China Underwriters, \$8 n.
China Fire, \$315 s.
H. K. Fire Ins., \$316 b.

Shipping.
Douglases, \$251 n.
H. K. Steamboats, \$271 n.
H. K. Tugs, \$2 s.
Indo-China, (Def.), \$70 n.
Union Waterboats, \$23 b.

Mining.
Benguets, \$470 b.
Kallans, 55/- n.
Langkots, Tls. 13.60 n.
S'hai Explorations, Tls. 1.30 n.
Raubs, \$11.50 b.
Tronohs, 21/- b.

Docks, etc.

Kowloon Wharves, \$145 n.
Whampoa Docks, \$321 n.
China Providents, \$5.65 n.
Hongkows, Tls. 190 n.
New Engineering, Tls. 7.50 n.
Shanghai Docks, Tls. 101 b.

Cottons.

Ewo Cottons, Tls. 16.70 b.
Orientals, Tls. 2.30 b.
S'hai Cottons, Tls. 82 (old) b.

Lands, Hotels, etc.

H. and S. Hotels, \$12 b.
H. K. Lands, \$651 b.
S'hai Lands, Tls. 161 n.
Humphreys, \$14.50 s.
Realities, \$9.10 s.
Chinese Estates \$98 s.

Public Utilities.

Tramways, \$19.20 b.
Peak Trams, (old) \$11.75 n.
Star Ferries, \$71 s.
China Lights, (Old) \$19.50 b.
H. K. Electric, \$69 b.
Macao Electric, \$23 b.
Telephones \$8.75 b.
China Buses, Tls. 151 b.
Singapore Tractions, 10/- s.

Industrials.

China Sugars, \$1 b.
Malabons, \$27 n.
Cald Macg. Ord. Tls. 11 n.
Canton Icos, \$2.50 n.
Cements (Comb.) \$15 b.
Ropes \$8.30 s.
United Asbestos \$5 b.

Stores, etc.

Dairy Farms, \$211 b.
Watsons, \$114 s.
Dor A. Wings, 30 n.
Lane Crawfords, \$2 b.
Mackintoshes, \$18 b.
Sinceros, \$12 n.

Miscellaneous.

Amusements, \$271 b.
Constructions, \$1.33 b.
B'que Ind. G. Bonds, 61%
H. K. G. Loan 41% s. Prem.

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The Very Idea!

Sir Owen Seaman, in his address to the Institute of Journalists, pointed out the difference between the true parody, which ridicules the style and attitude of mind of a writer and that which is a mere absurd adaptation of a particular work. Sir Owen should know, for there has surely been no more brilliant parodist than he. One still chuckles on remembering his essay in the style of Sir Edwin Arnold:

"Ye, Ye, my beloved, I look to thy
dimpled and drink
Tidily-hill to thy cheek-pits and
chin-pit, my tulip, my pink."
Could anything be more deliciously absurd in the way of travesty?

Calverley, of course, was a master. You may remember his travelling tinker, in the Tennysonian style, which ended:

"So all in love we parted, I to the
Hall
They to the village. It was noised
next noon
That chickens had been missed at
Syllabus Farm."

Anstey, too, can be delightful. Even lovers of Maeterlinck must surely appreciate the humour of the passage in which a damsel exclaimed: "O! O! I have a pain in my destiny!"

"Monstaches are steadily becoming obsolete."—Tonsorial expert.

The little hirsute patches, So Chaplinesque and cute, And the bushy, full-grown patches, Or moustaches absolute, Have vanished from the faces Of our men who now oppose a Thickish growth in barren places Of the type that lie—sub noses!

John of the Clan Macpherson and John of the Clan MacTavish danced round two beer bottles to celebrate the settlement of a feud.

A Sassenach policeman stopped the dance, removed the inspiration, and took the Macpherson and the MacTavish to Tower Bridge Police Court, where Mr. Tassell, the magistrate, fined each of the stern and wild Caledonians three half-crowns.

Small Henpeck (buying new overcoat): "I can't wear this, dear; it's three sizes too big."

Hefty Wife: "I can't help that! Remember, it's got to go over the radiator of the car in cold weather. That's what we have to consider first."

An ingenious German has devised a new form of alarm in which, instead of the sleeper being rudely aroused by the clanging of a bell, a gramophone is brought into action, and the owner is awakened by the playing of his favourite air.

The cost of the attachment is eighteen shillings, and it is hoped that the public will think that the delightful experience of being recalled to consciousness by a sweet voice singing "I Arise from Dreams of Thee" or by sweet saxophones blaring the latest fox-trot is well worth the money.

"What is the difference between debating and arguing?"
"When you are young it is arguing. When you get older it is debating."

L'Echo de St. Astier, a French provincial journal, publishes the following brief but graceful obituary notice.

"The funeral of Madame widow Chouvene took place last week. The deceased's life being very retired, she leaves a great deal of money and few regrets."

If the editor of the journal in question is out for excitement he is pretty sure to get it sooner or later. A bereaved relative who protested against such candour with a gun would almost certainly be acquitted.

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And Now for New Year

BUY LA PRUEBA CIGARS

AND
Entertain Your Friends
With a Real Good

"MANILA"

The Sincere Co., Ltd.

SOLE DISTRIBUTORS

BOLLINGER'S

BY APPOINTMENT

TO HIS MAJESTY
KING GEORGE V.

CHAMPAGNE

Do It Now!
Order the
Champagne
for your
New Year
Party.

Sole
Agents:—
CALDBECK
MACGREGOR
& Co., Limited.
Prince's Building
Ice House Street,
Telephone Central 75.

WONDERFUL RECEIVING SETS.

BURNDIPT RECEIVERS COSSOR MELODY MAKERS

FIRST SHIPMENT JUST ARRIVED.

RADIO COMPONENTS OF EVERY DESCRIPTION.

C. DURHAM RADIO Co
61, QUEEN'S ROAD, CENTRAL.
DEALERS and GENERAL REPAIRERS

INSPECTION CORDIALLY INVITED.

Sales and Service on
Building Materials and
Sanitary appliances

Prices Competitive

ENQUIRIES SOLICITED

GAY KEE

David House, Des Vœux Road, Central.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHNDLERS
HARDWARE MERCHANTS.PHONE:—CENTRAL No. 1116. Wing Woo Street
Tel. Central 25.

GARRISON NEWS.

G.O.C. PAYS VISITS TO THE Y.M.C.A.

H. E. the General Officer Commanding the Troops in China (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.) accompanied by Colonel W.D.S. Brownrigg, D.S.O. (A.Q.M.G., China Command) paid an informal visit to the Chinese Naval and Military Y.M.C.A. on Thursday afternoon. A reception was in progress at the time of the visit, and the various forms of entertainment and relaxation were shown.

Afterwards a visit was paid to the Naval and Military Branch of the Y.M.C.A. at Kowloon, where His Excellency was met by Sir Henry Pollock. All the catering for the amusement of the Service men in the Colony was explained, and Gen. Sandilands expressed his satisfaction at the arrangements made, and his gratitude for the work done to ease the monotony of the Service man's life in the Colony.

Cricket.

The R.A.P.C. snatched a surprise victory over the R.A.O.C. on Tuesday afternoon, winning in convincing style by three wickets. Although going in, with only an hour and three quarters to play, and facing the heavy total of 146, the Pay Corps set about the bowling, though at first losing five wickets for 42 runs. Chief scorers were 34 runs, including two sixes and two fours, Walker and Jackson with 22 and 21 respectively, and Morgan, who hit four boundaries in his 27. Bagley had a merry knock, having one six and three fours to complete his 18. Eberington took four wickets for 21 runs.

The light was beginning to fail when the Pay Corps went in to bat. Matthews made 16, his opening partner, Ward, getting 10. Three more wickets fell for the addition of a dozen runs or so, but Major Herbert and Captain Eberington got set, and played good forcing cricket. The partnership added 97 runs, Herbert obtaining 55 not out, which included seven fours. Eberington was fortunate to miss the half-century by two runs, but his innings of 48 contained one six and five fours. The Pay Corps took the total to 147 for seven wickets, and are the more to be commended in that their strength is little more than enough to provide a cricket, eleven.

Army Golf.

There have not been the entries for the Inter-unit Championship that had been expected, and, partly on this account, and also to defer to a wish emanating from Headquarters, it has been decided to hold a Handicap Team Competition this year in substitution of the Championship. Handicap rules will apply in the same way as for the rest of the Army Meeting, except that officers who have no Home or Fanling handicaps will play from a handicap allotted by the Sub-Committee. The Sub-Committee also reserve the right to make any alteration in handicaps before the Army Meeting, but such alterations in handicaps will not affect the Inter-unit Competition once it has been started.

Memoranda will be presented to the winning team, and the Inter-unit Challenge Cup will remain in the possession of the holders (R.A.M.C.). Any Unit, however, may challenge the holders under the conditions of Competition "E" in the Army Golf Circular, and, if one or more Units are successful in their challenge, they will play off for the trophy between them. If the holders should be undefeated, or if there is no challenge for the Cup, the holders will retain it for a further year.

Football.

The following will represent the R.O.S.B. this afternoon at Soekoo in their match against St. Joseph's: Shears, Gardner, Martin, Everett, Davey, Skiggs, Torrie, McGlinchey, Reeves, Stock, Alexander.

In the 2nd XI match against the Club to-day, the team will be: Fox, Charlton, Bird, Drury, Spence, Bayham, Geggie, Crawley, Toal, Milligan, Rhodes.

An Inter-Platoon Knock-out Competition has been arranged in the R.O.S.B., the conditions making clear that no player who has ever played in the Regimental 1st or 2nd XI's may participate. This embargo will make the competition more open, and will also ensure that a greater number of players have a game.

Navy Matches.

In a China Fleet Football League Match, played at Happy Valley on Thursday afternoon, Sepoy defeated Sirdar by the odd goal in three. All the goals were scored in the first half, and, though desperate efforts were made by Sirdar to equalise, they could never manage to penetrate the Sepoy defence.

Sirdar—Scott, Hazen, Holden; Brahm, Hobbs, Greenwood; Edmundson, Michael, Welsh, Horner, Hazard.

Sepoy—Juretti; Oakden, Farrell, Wells, Boyden, Williams; Exon, Coates, Woodley, McIntosh, Hudson. After ten minutes' end-to-end play, Woodley put Sepoy ahead with a good header, but Sirdar soon obtained the equaliser through Hazard, whose cross shot had Jarrett beaten all the way. Sirdar continued their strong play for another ten minutes, and the Sepoy defence had an anxious time. The Sepoy front line got going, however, and a penalty for hands in the Sirdar area gave Woodley his chance to obtain the lead. Although the Sirdar made many good movements in the second half, they were met by a strong pair of backs, and Jarrett brought off a number of fine saves. Hazard and Horner being particularly unlucky in finding good shots cleared from the danger area.

Another China Fleet Football Match, played at Happy Valley on Thursday afternoon, resulted in Iroquois defeating Seraph by three goals to one in a fast and good game. Teams:

LADY DANCING TEACHER.



Miss Winifred Henderson, M.A.O.D. (member of the Association of Operative Dancing of Great Britain), in a ballet pose. After undergoing training for a number of years by Miss Grace Cone, of London, and Miss Darina Barrett, of Reading, Miss Henderson has come back to Hongkong and joined Miss Daisy O'Keefe as a teacher in all branches of dancing.

THE FANLING HOUNDS.

THE FIXTURE LIST FOR THIS MONTH.

The following is the fixture list of the Fanling Hounds for the month of January:

Sunday, Jan. 6, Hounds meet at Kennels, 3 p.m.
Wednesday, Jan. 8, Meet at Hunters' Arms, 3.30 p.m.
Saturday, Jan. 11, Meet at Kwanti racecourse, 3.45 p.m.
Wednesday, Jan. 15, Meet at Sheung Shui Cross Roads, 3.45 p.m.
Saturday, Jan. 18, Meet at Pottis Bungalow, 3.45 p.m.
Wednesday, Jan. 22, Meet at Man Uk Pin (three and a half miles from Fanling Station on the Fanling—Shu Tau Kok Road) 3 p.m.
Saturday, Jan. 25, Meet at Hunters' Arms, 3.30 p.m.
Wednesday, Jan. 29, Meet at Fanling Station, 3.30 p.m.

LOCAL CRICKET.

H.K.C.C. TEAMS.

The following will represent the H.K.C.C. against the C.S.C.C. to-day: 1st XI Away (F)—T. E. Pearce (Capt.), H. V. Parker, J. R. Hinton, H. Owen Hughes, A. C. I. Bowker, F. Sillitoe, E. R. Duckitt, O. Moor, J. R. Collis, C.A.L. Rickett and A. C. Beck.

2nd XI Home (L)—W. W. MacKenzie (Capt.), G. E. R. Divett, R. K. Hepburn, C. E. Gahagan, J. Ashworth, S. S. C. Stanesby, J. R. Way, W. Harris-Walker, R. M. Wood, R. A. Dowler, T. R. MacDonald.

EXTRALITY ISSUE.

FRANCE OBJECTS TO THE MANDATE.

Peking, Jan. 3.
Questioned as to France's attitude on Nanking's extrality mandate this afternoon, Count de Martel stated that a Note had been delivered to China yesterday protesting against the mandate, and stating that France could not accept unilateral denunciation of her extrality rights in China.—*Reuter.*

Iroquois.—Wyatt; Hammond, Oliver; Curtis, Nobes, Watson; Pell, Hall, Brough, Evans, Wade.

Seraph.—Roberts; R. Williams; W. Williams; Thomas, Burton, Chaney; Barker, Cole, Timberlake, Spanwick, Scorer.

The centre-forwards had really hard lines in not scoring in the first half. After the change of ends, end-to-end play was the order, for nearly a quarter of an hour, until Seraph allowed Iroquois to break through, to score through Fell, who put a pretty oblique shot into the net. Iroquois' lead was increased very soon afterwards, Brough getting in a hard drive which Roberts hardly saw. Still in scoring mood, the Iroquois scored again through Evans. Seraph were not to be denied a goal, and Timberlake scored after some determined attacks. Although they continued their pressure, Seraph could not further reduce the lead.

THE HOCKEY CLUB.

FIRST AND SECOND TEAMS FOR NEXT WEEK.

The following will represent the Hongkong Hockey Club first eleven in their match with the Army on the U.S.R.C. ground at 4.35 p.m. on Wednesday.—C. L. Gregory, W. Woodward, H. Owen Hughes, J. E. Rodger, A. A. David (Captain), J. E. Noronha, T. J. Price, G. E. R. Divett, C. C. Francis, E. J. R. Mitchell and D. M. McDougal.

The second team, to meet the University on the latter's ground at 5 p.m. on Monday, will be—H. W. Samsel, L. A. R. Duncan, L. F. Nicholson (captain), M.D.H.G. Mills, O. Butler, A. N. Other, Major Kerich, H. V. Parker, L. G. Frost, R. K. Valentine and E. C. Fincher. Referee—N. Evans.

RUGBY FOOTBALL.

CLUB TO MEET THE CORN- WALL TO-DAY.

The Club are playing H.M.S. Cornwall to-day at 4.15 p.m. at Happy Valley. The Club side is as under: Back, R. J. Grieve; Threequarters, H. V. Knop, J. D. A. Hutchison, G. A. L. Plummer, C. P. Lammer; Halfbacks, J. L. Bonnar, I. A. Ross; Forwards, D. L. Milne Day, A. D. Sutcliffe, F. R. Burch, W. E. Peers, E. R. West, B. P. Massey, J. A. E. Kendrick, B. J. Stock. Referee, Major Caddell.

BOXING CITY HALL

To-night, 4th Jan., 1930

at 9.15 p.m.

Middle Weight Championship
of the Colony

A.B. CRICHTON

H.M.S. "Cornwall"

Welterweight Champion of the Colony
and Welterweight Champion,
West of England

A.B. EWIN

H.M.S. "Kent"

Imperial Service Middleweight Champion
AND FIVE OTHER CONTESTS.

Bookings at Moutrie's—

MEMBERS:

Thursday, 2nd January.

GENERAL PUBLIC:

Friday and Saturday.

3rd & 4th January.

Prices—

Ring-side \$5.00

Others \$3.00 & \$1.00



TO-DAY TO MONDAY. at 2.30, 5.30, 7.20 & 9.20 p.m.
DOUBLE ATTRACTION PROGRAM.



With
DORIS KENYON
LLOYD HUGHES
LOUISE FAZENDA

A Frolic of
Fun and
Frivolity.

A six million dollar
business in search of
a husband.



Also at all performances, Special Added Attraction.

"The High Steppers"

A company of Talented Vaudeville Stars in popular
songs, snappy dances and funny comedy sketches.

SAFETY 1ST

SCIENCE PROVES COLD
WEATHER NO PROTECTION
FOR FOOD

WITHOUT SAFE
REFRIGERATION FOOD
SPOILS AND HEALTH IS
MENACED IN WINTER AS
IN SUMMER

HEALTH AUTHORITIES
URGE THAT FOOD BE
SAFELY KEPT IN A
CONSTANT TEMPERATURE
AS WITH FRIGIDAIRE

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YOURS
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FRIGIDAIRE

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SOLE DISTRIBUTORS FOR HONG KONG & CHINA

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QUEEN'S BUILDING TEL. C. 1050



KOLYNOS on a dry brush removes fermenting food particles, dissolves film, destroys dangerous germs, guards against toothache, decay and gum infection—leaving the mouth refreshed and healthy for hours afterwards.

Try Kolynos and you will say "How clean my mouth feels."

KOLYNOS
DENTAL CREAM

Distinguished Service Brings Rewards to People— as to Pens.

Parker Duofold helps people beat the average by doing its daily work visibly better than the average pens.

And as with this pen, so it is with men. The market for Excellence is ever active. The world has a standing order for Distinguished Service.

If you're the timber that Success is made of, go try the pen that can speed you on your rise.

A pen with an Over-size barrel made of Non-Breakable Permanite instead of rubber, as formerly. Its point is guaranteed 25 years not—only for mechanical perfection but for wear!

See this distinguished pen at the nearest pen counter. But look for the imprint "Geo. S. Parker," so flattering imitations can't deceive you.

Sole Wholesale Agents:

DODGE & SEYMOUR (CHINA,) Ltd.
3, Canton Road, Shanghai.

Parker Duofold

THE TIME FOR BLANKETS IS HERE, BUT WHAT SHALL BE DONE FOR THOSE WHO CANNOT AFFORD THEM?

Members of the Committee attend at the Society's Room, City Hall, every Monday and Thursday, at 10.30 to receive Gifts of Blankets, part-worn clothing, etc.

HONGKONG BENEVOLENT SOCIETY
(Est. 1880.)

**"RICKSHAW" BRAND
CEYLON TEA**
Cheapest and Best
From all leading Compradores.

"HAND THAT SIGNS THE CHEQUES."

OXFORD JOURNAL'S PLEA FOR TOLERANCE.

An Oxford undergraduate, summoned for the part he played in Guy Fawkes Day disorders, told the magistrates that he was trying to dodge the "beastly townsies." This led to much unfavourable comment among townspeople, and reference to the subject is made in the "Isis," an undergraduate weekly.

"It is becoming customary in many quarters," states the "Isis," "to condemn the University out of hand and to extol the citizens by contrast as the very salt of the earth."

"We do not deny that many of them are worthy and delightful people, but it is perhaps unreasonable that they should show such willingness to turn and rend the hand which, if it does not actually feed them, at any rate signs frequent and substantial cheques to be paid into their accounts."

An Economic Factor.

"Putting aside for the moment other considerations, it is surely obvious that the presence of some 5,000 people in a town, many of whom are actually poor, is an economic factor of considerable value."

"They may not be entitled to respect, but they are certainly entitled to all the tolerance that patience can supply."

"Relations between the University and the Municipality are not really hard to maintain and, if left alone, they will doubtless continue amicable. It is only when violent and aggressive attempts to improve them are undertaken that trouble arises, and the commercial population would do well to remember that commonsense is a more paying policy than either sentimentality or exorcism."

ANOTHER HATRY COMPANY.

COMPULSORY WINDING UP ORDERED.

Another company of the Hatry group—Iron Industries, Ltd., of Pinners Hall, Austin Friars has been ordered to be wound up, on its own petition.

Mr. Spens, K.C., told the Court that the company was promoted by the Austin Friars Trust, Ltd., on January 11 last with a capital of £550,000 in 51 shares. At a meeting of the directors letters of allotment of 300 shares were issued to the directors and one to each of the signatories.

Since then there had been issued to various people documents purporting to be letters of allotment for no less than 2,243,000 shares. There were in the Minute Book records of two meetings, which, in fact, were never held, purporting to increase the capital so as to make these shares available.

The directors had no knowledge of these documents until matters came to a crisis some weeks ago.

Large Transactions.

Very large transactions had gone through the bank account of the company, many of which must be most carefully investigated.

Mr. Justice Maugham—it seems to be one of those cases which are shocking the commercial world, and in which the gravest irregularities have been permitted, or rather committed.

Mr. Spens—Have been committed. What is equally serious is that 2,243,000 shares or documents purporting to be letters of allotment have been issued, and the company has received only £1,346,682 in respect of them.

Mr. Justice Maugham—There must, obviously, be a compulsory order.

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Believed to be the oldest woman in the British Isles, the Hon. Katherine Plunket reached the age of 109 on November 22.

Ballymacanlan, near Dundalk, where Miss Plunket lives, kept the day as a general holiday, and the bells of the parish church rang out as many strokes as she was years old.

Miss Plunket is a daughter of the second Baron Plunket, Bishop of Tuam, and her mother, who was married in 1819, must have reached a great age, for she lived until 1893.

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Miss Plunket has lived in the reigns of five monarchs. When she was a little girl Sir Walter Scott visited her grandfather's place, Old Connaught, and she sat on his knee while he chatted with her.

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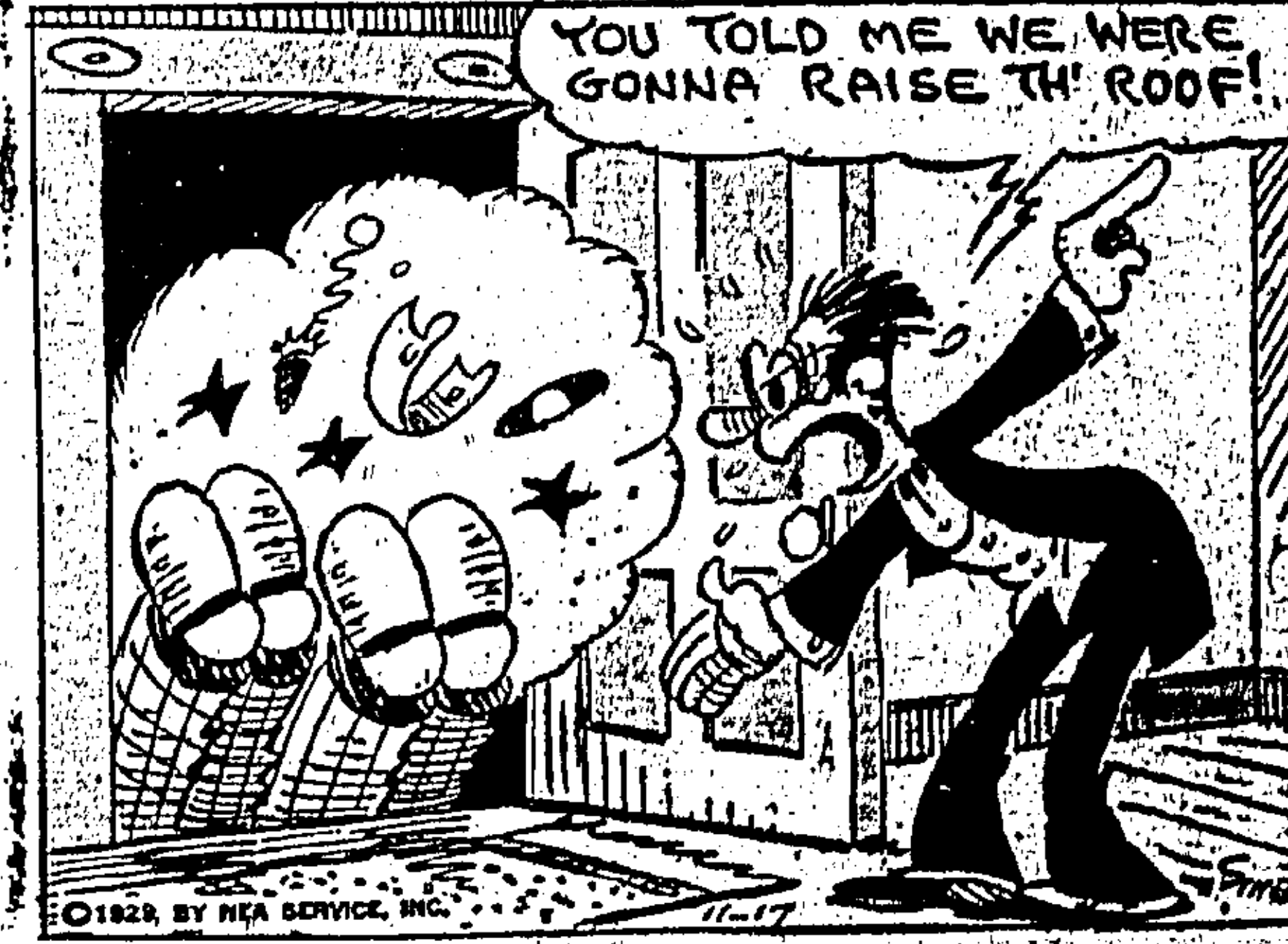
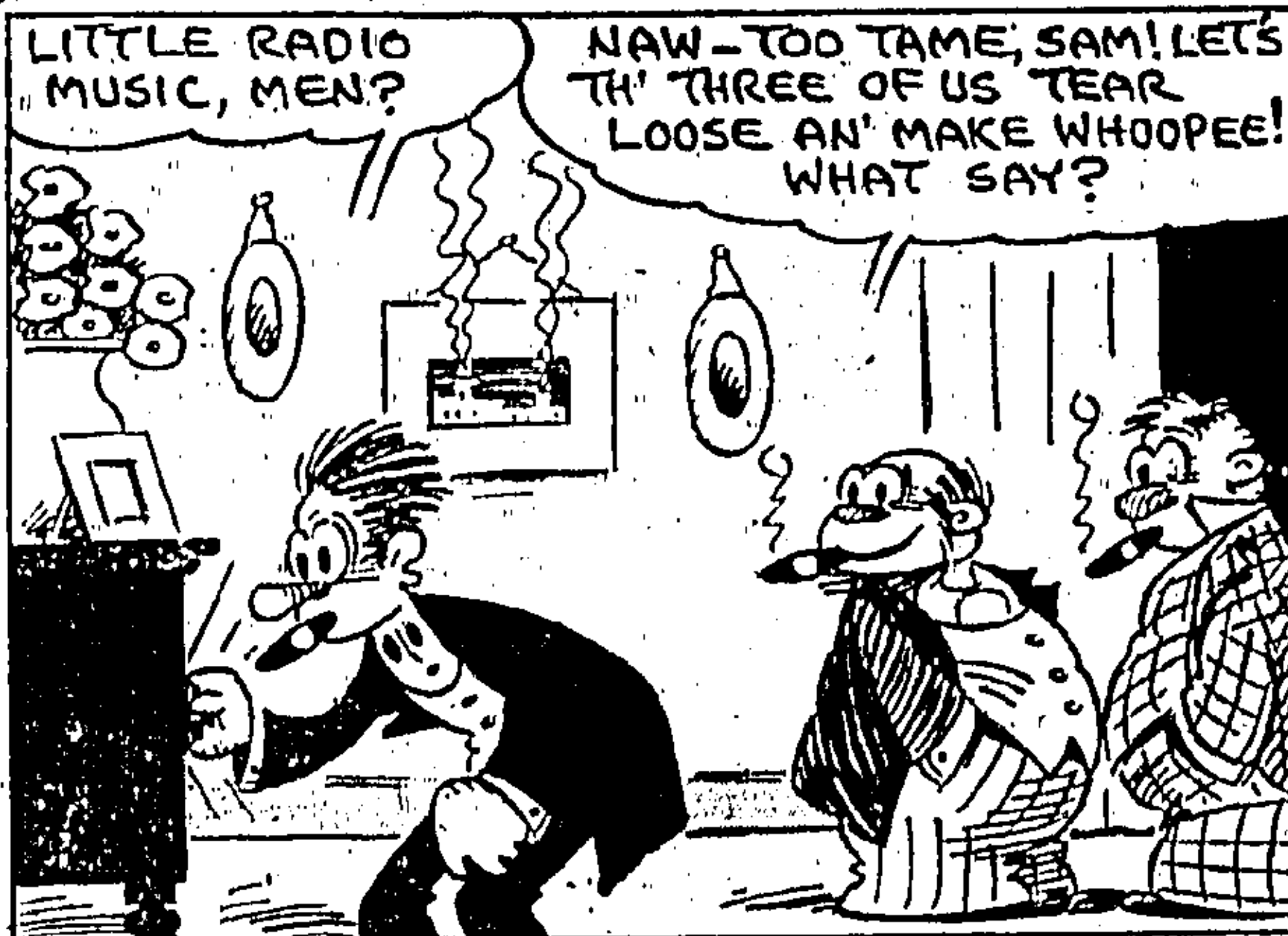
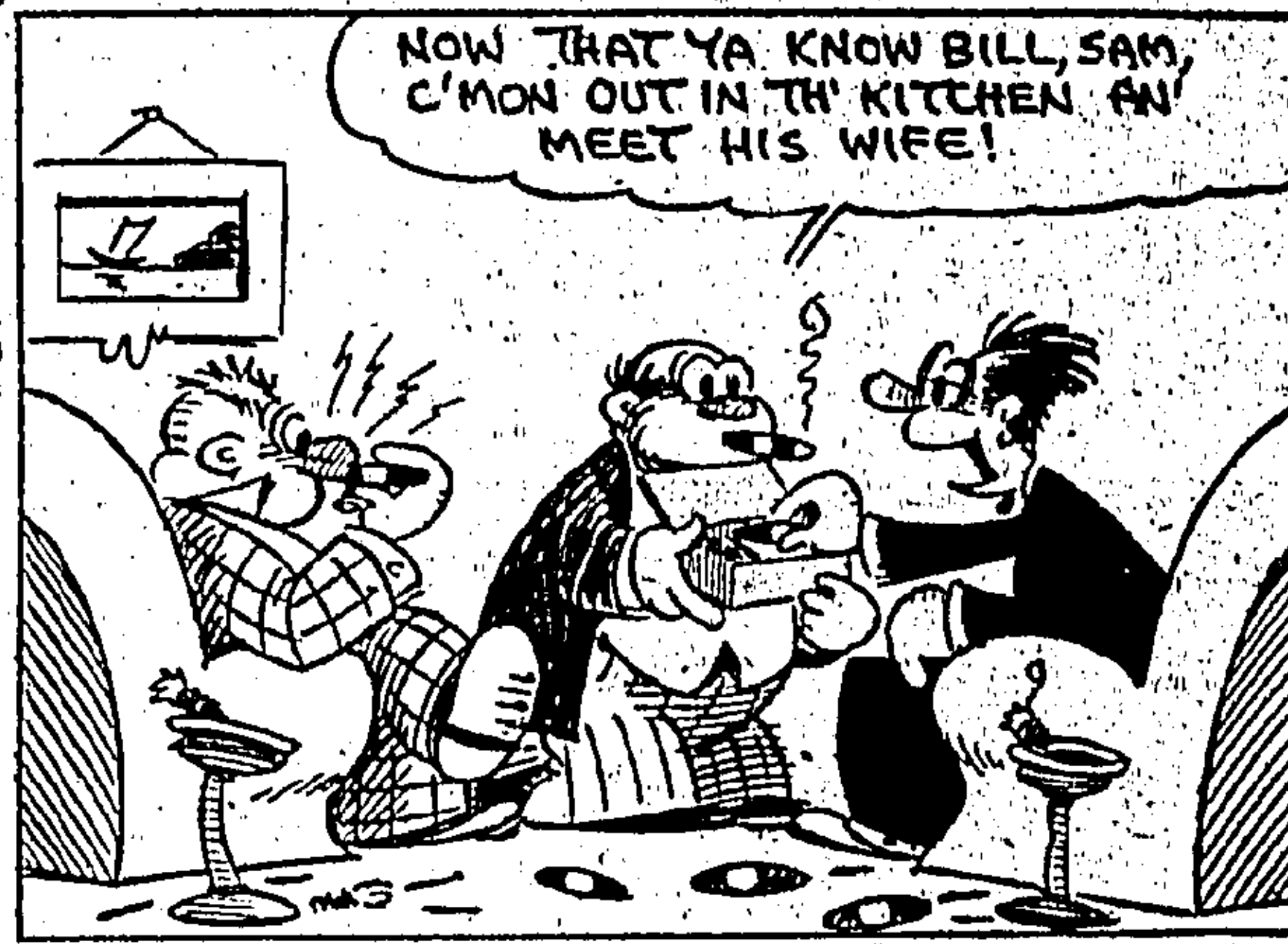
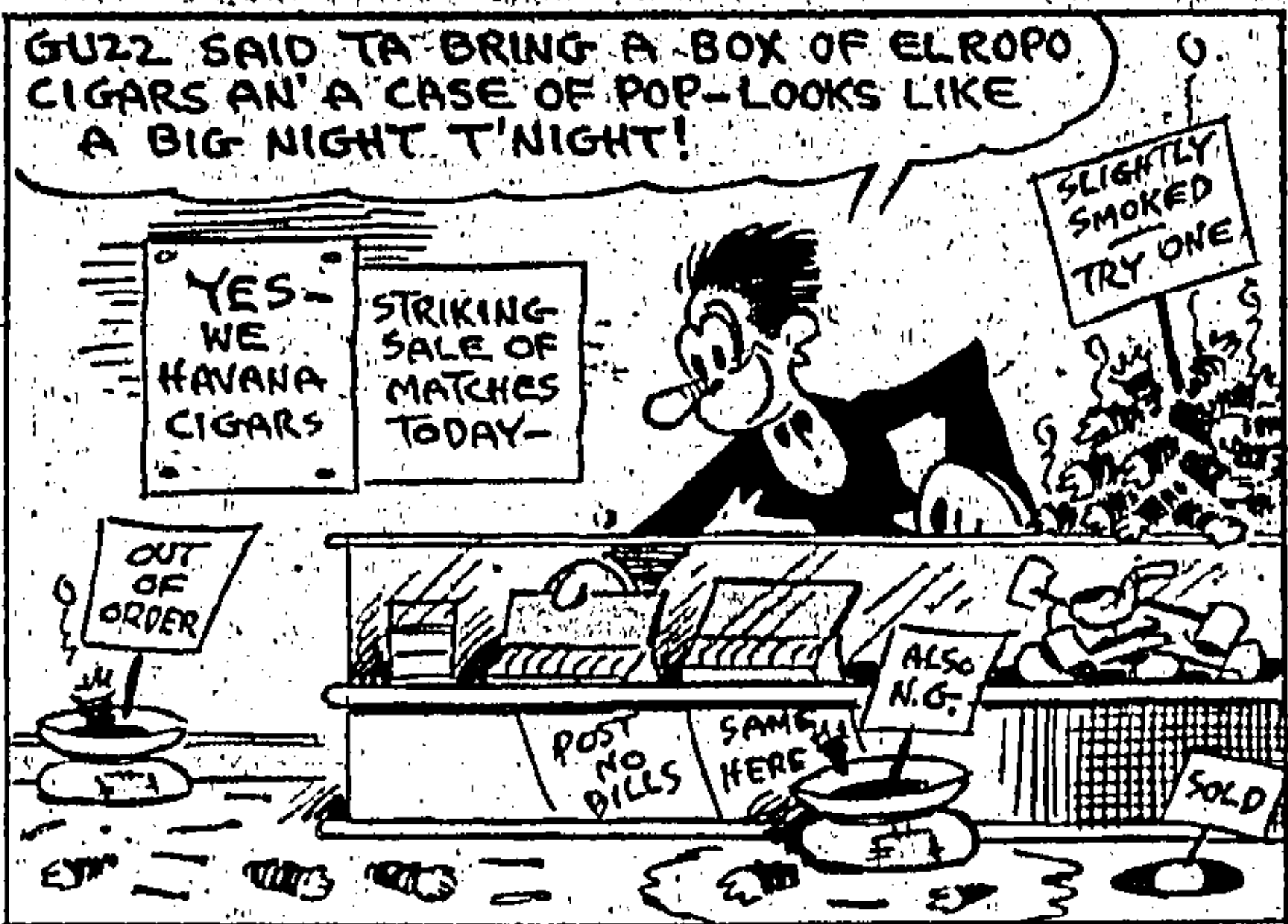
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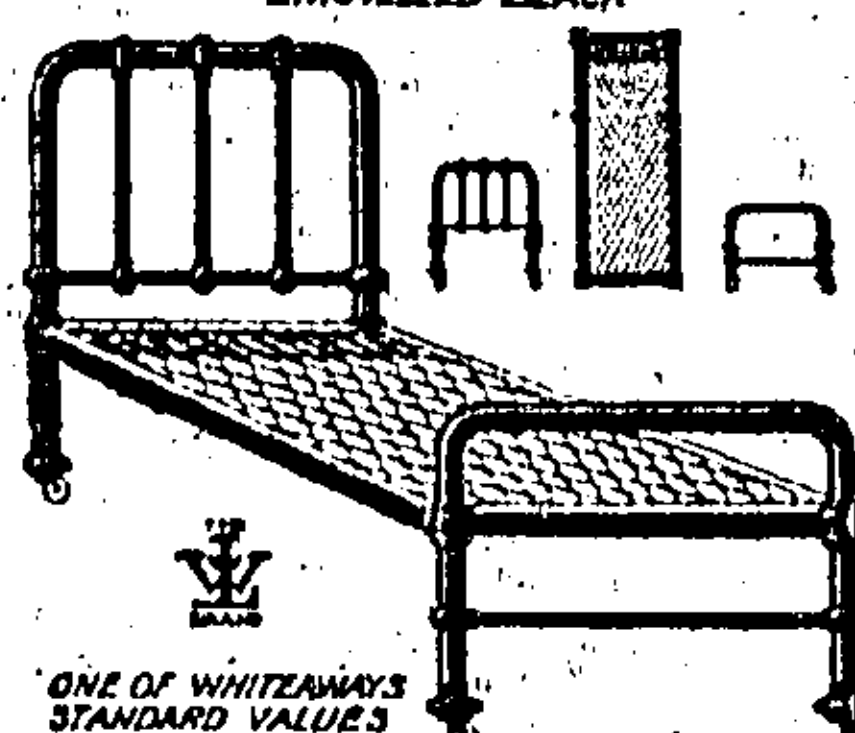
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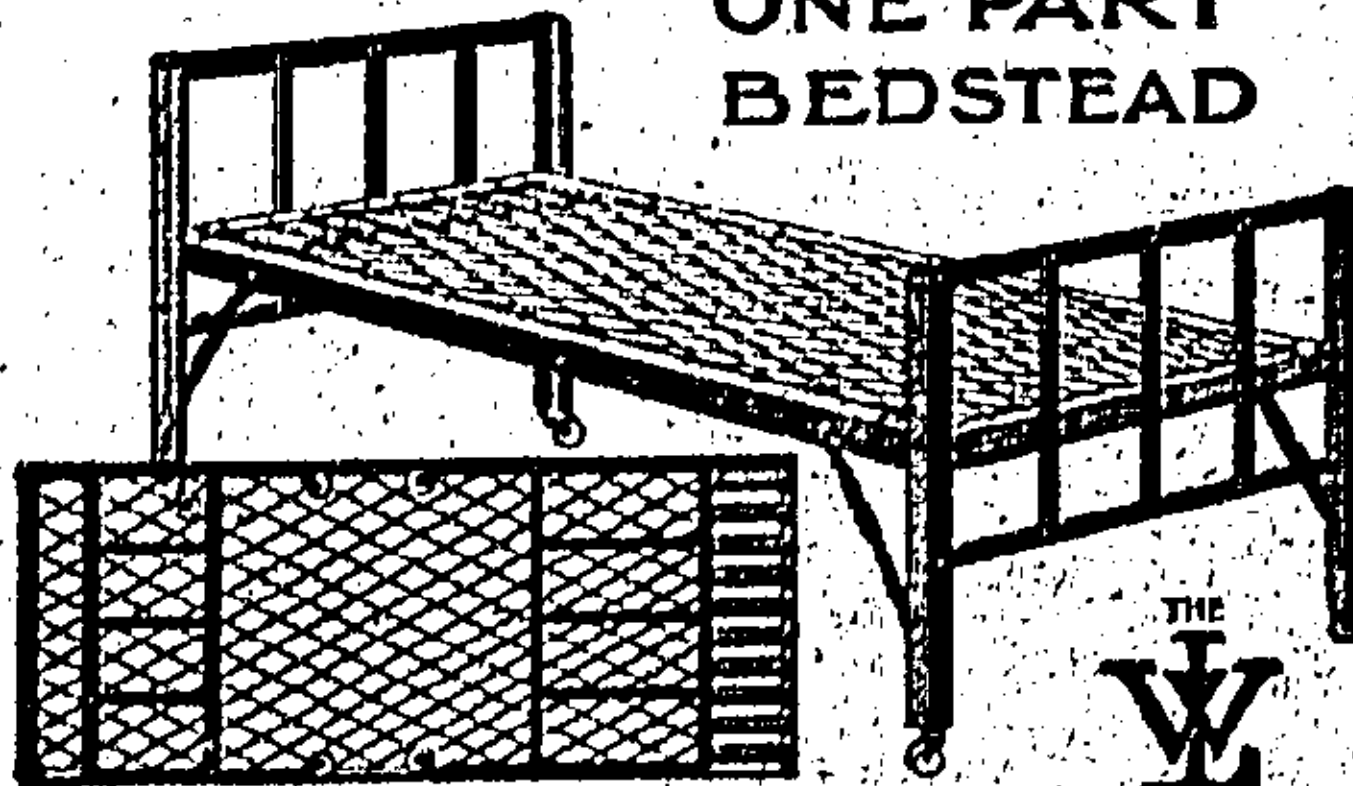
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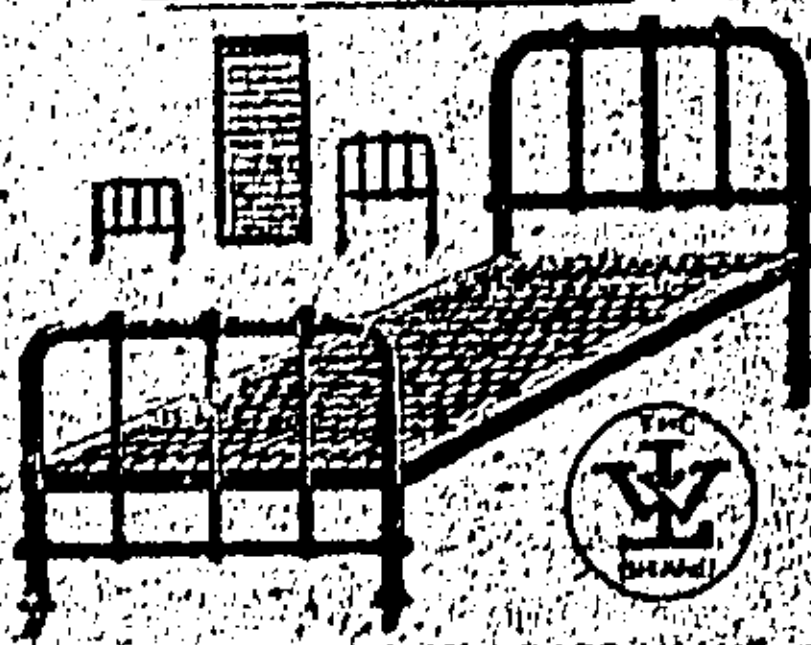
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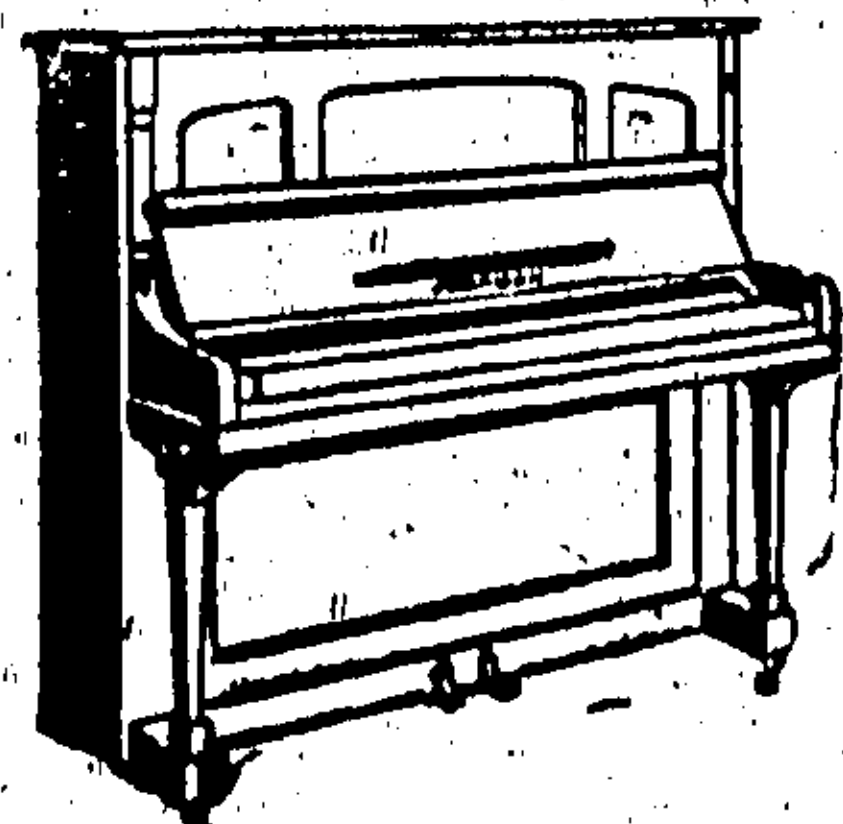
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The Avenging Parrot

by Anne Austin

CHAPTER XXXIII.

"Hello, folks! How's tricks?" Jewel Briggs demanded gaily, as she took her place at the dinner table that evening. "Everybody happy? I am! Made \$13 to-day! Big beauty-and-leg man from the east. Press agent for a musical show that's going to make us folks sit up and take notice. You never saw such a flock of letters and wires, and I charged him double the usual rates without batting an eye."

"By winking an eye, you mean don't you?" Daisy Shepherd chuckled. "Now, Daisy!" Jewel pretended not to be angry, but just very, very hurt. "At that, he did tell me he could get me a job in the first row of the chorus, but I told him a could make more as a public stenographer, so long as nice old suckers like him stopped at the hotel. Oooh, look! Our Henry is actually smiling! What's happened to you, Henry? Land yourself a swell job?"

Henry Dawd cleared his throat and stuck out his chest a bit. "I was fortunate enough to make an advantageous connexion—yes," he admitted.

"He means he got a job," Jewel elucidated to Bonnie Dundee, on her right. "And say, what about you, boy friend? I warn you I'm an expensive sweetie, so if you want me to be true to you, you'd better make an 'advantageous connexion' yourself."

"Don't let Jewel fuss you," Daisy advised comfortably. "If a man walks down the street with her once she makes him stop at the jeweller's to pick out a wedding ring. But if you're really up against it for a job, Mr. Dundee, I can speak a word for you at Marcus Crane's. There might be an opening for a floor walker."

"Can't you just see him in a morning coat and striped trousers, and a gardenia in his buttonhole?" Jewel cried, clasping her hands ecstatically. "They'd need a traffic cop in his department."

"Thanks, Miss Shepherd," Dundee responded gratefully, ignoring Jewel. "I've been lining up what I thought was going to be a good job, but it doesn't look so good right now."

"That being the case, you need cheering up," Jewel decided. "Can't have my sweetie sad! This is your night off at the theatre, isn't it, Cora? What say you play the piano for us so we can dance?"

"That would be rather a bus man's holiday for Miss Rhodes, wouldn't it?" Dundee suggested, after a long glance at poor Cora's tired, ravaged face. "I'm sure she'd rather rest."

"No, I'll be glad to play for all of you. I don't want to be alone," Cora answered huskily. And across the table her tragic black eyes sought Bert Magnus, with such wistful appeal that Dundee felt his throat constrict painfully.

"Don't you worry, Cora," Jewel sang out brightly. "The worst of this awful business will be over after the inquest to-morrow. Won't it be thrilling to attend a real inquest? I'm going to be there, too, though I really don't have to be, since I wasn't here Saturday night. But I wouldn't miss it for worlds! Why, Norma! What's the matter, honey? We haven't had dessert yet!"

"I don't feel very well," Norma Paige gasped, as she rose hurriedly from the table. "Aren't you and Walter going to dance?" Jewel persisted incredulously.

"I hardly think dancing is in very good taste—just yet," Walter Styles said sternly, as he rose to follow his fiancée from the dining room.

"A slap on the wrist for you, Jewel!" the little stenographer addressed herself pertly, but her eyes snapped angrily. "This is a boarding house, and none of us is kin to old Mrs. Hogarth, so far as I know!"

And although the others seemed a little self-conscious at first, as they gathered around Cora Barker at the piano, Jewel seemed to have voiced the majority opinion.

"Play something snappy, Cora," Jewel urged, and as the first notes of a new fox trot followed the swift play of Cora's thin fingers, she held out her arms to Bonnie Dundee.

Jewel danced as audaciously as she talked, and there was a faint flush on the young detective's cheek before the fox trot was finished. As they danced past a window, he saw Norma and Walter seating themselves in the lawn swing.

There was a spatter of applause, led by Mr. Lawrence Sharp, who had been pompously propelling Daisy Shepherd up and down the long parlor.

"Splendid, Cora! How about a waltz next? The wife and I took prizes for our waltzing, before we were married," he boomed.

But Cora, to the surprise and consternation of everyone, swung

into "The Prisoner's Song." With chin raised and nostrils flaring, she played on and on, with Bert Magnus bending protectively over her as he turned the sheets of music. "Telephone, Jewel!" Mrs. Rhodes called in a loud whisper from the doorway, and Dundee gratefully made his escape to the front porch. He wandered up and down the porch for awhile, frowning, his hands thrust deep into his pockets. Poor Cora! She was at the breaking point—

Suddenly a rather good tenor was lifted in song: "Please meet me tonight in the moonlight."

Please meet me tonight all alone; For I have a sad story to tell you— It's a story that's never been told."

Dundee strolled to the French window nearest the piano and peeped in. It was Bert Magnus singing.

"He's playing up magnificently," Dundee reflected, and felt a strong desire to shake Bert's hand.

Cora Barker must have felt some such impulse, though much stronger, for Dundee saw her turn and lift her face to Bert's—her great dark eyes swimming with tears.

When the dismal chant was finished there was a chorus of shivers and protests from the small audience, with an urgent request from Jewel, who had returned: "Pity, pity, Cora! Play something livelier for Bert to sing. And what a Rudy Vallee he turned out to be! Come on now; something real sweet and drippy."

Cora, flashing a defiant, hate-charged glance at the vivacious girl, softly struck the first notes of "Drink to me only with thine eyes," and Bert, after a whispered word with the pianist, the while his hand lay gently on her shoulder, began to sing, his voice vibrating with sincerity.

When the song was finished, Dundee, who still lounged against the window, saw Cora drop her face into her trembling hands, heard Bert say in a low, shaken voice: "Thank you, dear. Won't you play another of the old ones?"

But Cora shook her head as her hand groped for his. Rather hating himself for pitying, Dundee listened as she gasped in a choked voice: "Oh, Bert! You do like me a little, don't you? I've been so unhappy—"

"More than little, Cora," Bert Magnus answered earnestly. "When all this trouble is over, and you are free to go where you like—"

Dundee was about to slip away back to Cora's cage of attraction, but Cora's eyes, as she turned to him, held him back.

"Oh, Bert! Then you didn't mean what you said to Jewel?" "Jewel? I don't know what you mean, dear," Bert answered, in a puzzled voice.

Even the front end of the porch seemed to be a glad cry: "Oh, there you are, Bonnie Dundee! Can't escape Mama!"

It was Jewel, of course, and there was nothing for Dundee to do but to join her, with as good grace as possible.

"Listening in on the love-birds, you had boy?" Jewel chided him gaily as she clasped his arm with both hands. "Are they engaged yet?"

"Not quite," Dundee grinned, as he followed Jewel into the parlor. "I do wonder what Cora's got such a hate on me about—now that she's got Bert just where she wants him." Jewel whispered, apparently much puzzled.

Dundee forebore to tell her that he might have been able to enlighten her.

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Additionally to the above total, the following have remitted direct to the British Legion Headquarters in London: Amoy £197.13.3 and Canton £295.10.9.

With reference to the contribution from Hongkong above-mentioned, £1,000, was remitted to Headquarters in London on December 13th, and the balance will be remitted as soon as the accounts are completed and audited, and such accounts will be duly published.

make sure the front door key which Mrs. Rhodes had given him, was there.

Ten minutes later a uniformed policeman, who looked as triumphant as if he had effected the capture himself, single-handed, was ushering Dundee into a small room at police headquarters.

"Says he was on his way here to give himself up for questioning," the policeman whispered, chuckling. "That's what they always say—when they get nabbed within a mile of headquarters! There he is, sir! Looks like a tough baby, all right, don't he?"

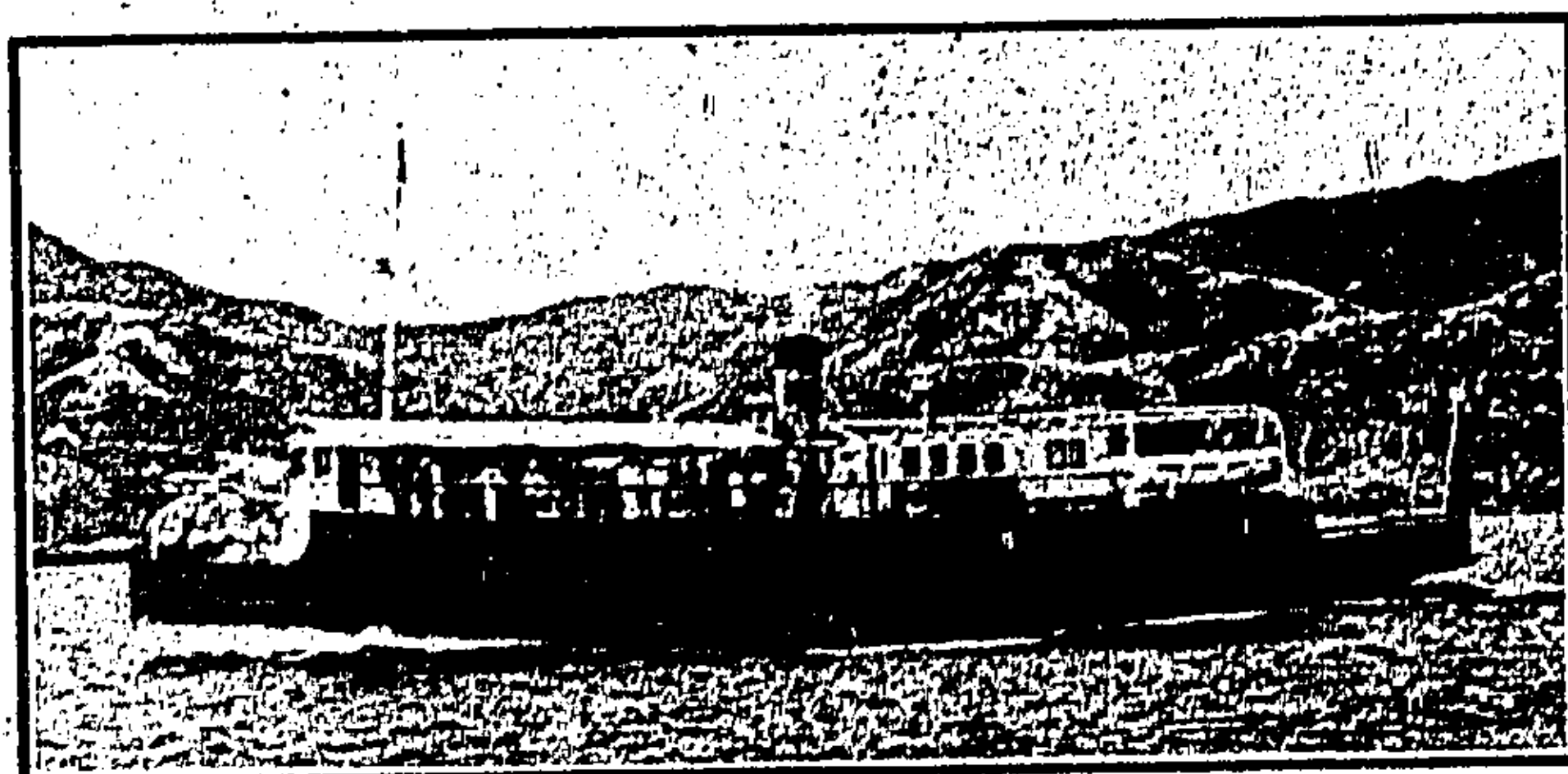
And Dundee, after his first glance at Emil Sevier, wanted for the murder of Mrs. Emma Hogarth, was forced to agree.

(To Be Continued).

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ATHOS II.	8th Apr.
D'ARTAGNAN	22nd Apr.

G. METZINGER	15th Jan.
ANDRE LEBON	29th Jan.
PORTHOS	12th Feb.
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HONGKONG RENTS.**COMMITTEE HOLDS MEETING.**

The members and officials of the Rent Problem Committee held their eighth meeting at the big hall of the 24 Trade Guilds Association last night. There were quite a number of representatives from the various Chinese commercial houses and labour associations, who considered in detail the regulations governing the work of the committee. Draft regulations were drawn up, which will be submitted to the Government through the three Chinese representatives in the Legislative Council.

The secretary of the meeting also read a number of letters from individuals and firms advocating better provision for occupants of houses in the Colony, and in one letter from the Chinese shop-keepers of Causeway Bay no fewer than 100 signatures were appended.

The chairman, Mr. Ho Yu, who was supported by Mr. Ho Kwong and several others, addressed the meeting as follows:

"As the pro tempore chairman of this Association, I deem it my duty to make clear several essential points concerning the problem of problems before us, namely the question of rent reduction.

First of all, it seems to me that we are far too apt to become indoctrinated, with the viewpoint of the landlord or property owners. In other words, the right of the property owners is everything and not enough attention is given to that of the consumers or the tenants. We have, in it not, the Hongkong and Kowloon Property Owners Association as well as the Kowloon Residents' Association and would it be asking too much, to have a Rent Problem Association

GOVERNOR RESIGNS.**SEQUEL TO RECENT RIOT AT AUBURN PRISON.**

Albany, Jan. 3.

As a sequel to the recent riot at Auburn Prison, Governor Jennings, who was in charge of the prison, has resigned at the request of the State Department of Correction.—*Reuter's American Service.*

protecting the rights of some of the aggrieved tenants?

We have, secondly, in our midst to-day an Anti-Mul Tsal Society, the avowed object of which is to protect the rights of some 8,000 to 10,000 slave girls. Whereas in the case of the Rent Problem Association, it is an issue that concerns the welfare of over half million people in the Colony, not a finger has been lifted to safeguard their interest.

The third point that I want to make this evening is that I think the Government is well satisfied by now that this proposed Association is entirely non-political. Detectives have been shadowing this meeting and could find nothing in contravention of the law and order of the Colony. What is more, the news so far as regards the Rent Problem in this Colony has time and again been duly censored before publication in the local press.

Last but not least, it is the desire of the Committee to record their grateful recognition of the services rendered to the community by the Chinese unofficial members of the Legislative Council, and in due course, the question before us will be submitted to them with the plea to put it before the Government for its sanction of the establishment of this Association. We trust that it is not too much to hope that the much-desired approval will be forthcoming in the very near future."

HIGH VELOCITY GALE.**LIVERPOOL SUFFERS A FURTHER VISITATION.**

London, Jan. 3.

During a severe gale over the north and central parts of the British Isles yesterday, the wind rose to a velocity of 91 miles an hour in Liverpool. Only minor damage was done on land, but shipping was severely buffeted.

The Danish steamer Sonderborg went ashore on the coast of Harris, Scotland, 27 members of the crew getting safely away in their own boat. The Stornoway lifeboat put out, but owing to the Sonderborg's signalling her position wrongly, arrived late.

Drifters and other fishing craft in the North Sea suffered damage, and in some cases lines and nets had to be abandoned.

A daring rescue at sea was effected in the North Sea during last Sunday's gale. The Hull tug Scotchman was towing the steamship Nixe when the storm was encountered. The Nixe was discovered during the night to be taking in water at an alarming rate and three men aboard her signalled for assistance. The tug's captain, however, decided not to remove the men until all hope was gone.

The condition of the vessel worsened afterwards, however, and throughout the remainder of the night efforts, rendered unsuccessful owing to the mountainous seas, were made to get a life line aboard the Nixe, both of whose boats were smashed in an attempt to launch them. At length, her situation becoming desperate, the tug was turned sternward and she rammed the Nixe at full speed, the tug captain shouting as he closed with the Nixe, "Jump lads, for your lives!" A few minutes after the men reached the tug's decks, the Nixe turned over and sank.—*British Wireless.*

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"ANTILLOCHUS" 20th Jan. Genoa, Havre, L'pool & G'ow
"DELLEROPHON" 9th Feb. Havre, Liverpool & G'ow

PACIFIC SERVICE
via Kobe & Yokohama
"IXION" 25th Jan. Victoria, Vancouver & Seattle

INWARD SERVICE
"PHILOCTETES" 8th Jan. S'hai, Moji, Kobe & Yokohama
"HECTOR" 10th Jan. Shanghai & Paiten

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Iyo Maru ... Tuesday, 20th Jan.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
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Fushimi Maru ... Saturday, 11th Jan.
Hakozaki Maru ... Saturday, 25th Jan.
SYDNEY & MELBOURNE via Manila & Ports.
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Kaga Maru ... Wednesday, 19th Feb.
BOMBAY via Singapore, Penang & Colombo.
Nagano Maru ... Monday, 6th Jan.
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Atago Maru ... Saturday, 1st Feb.
LIVERPOOL via Port Said, Constantinople,
Durban Maru ... Friday, 10th Jan.
Genoa & Marseilles.
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Rangoon Maru ... Wednesday, 15th Jan.
SHANGHAI, KOBE & YOKOHAMA.
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TO TSINGTAU via SWATOW & SHANGHAI	Chaksang Kwalsang	Wed. 8th Jan at 7 a.m. Sun. 12th Jan at 7 a.m.
TO TSINGTAU via SWATOW & SHANGHAI	Fooshing	Wed. 15th Jan at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Kutsang	Tues. 11th Feb at 7 a.m.
TO OSAKA via AMOI, SHANGHAI & KOBE	Hosang Namsang	Sun. 19th Jan at 7 a.m. Fri. 31st Jan at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Yunsang Suisang	Mon. 8th Jan at 3 p.m. Fri. 17th Jan at 3 p.m.
TO SINGAPORE PENANG & CALCUTTA	Kumsang	Wed. 22nd Jan at 3 p.m.
TO SANDAKAN	Hinsang Mansang	Thurs. 9th Jan at noon Fri. 24th Jan at 3 p.m.
TO TIENTSIN via FOOCHEW & WEI-HAI-WEI	Chipsang Cheongsang	Sun. 12th Jan at 7 a.m. Fri. 24th Jan at 7 a.m.

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CONSIGNEES' NOTICE.

SERVICES CONTRACTUERS DES
MESSAGERIES MARITIMES.The Steamship
"SPHINX"Arrived Hongkong on Tuesday, the
31st December, 1929.

From MARSEILLES &c.

Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception
of Opium, Treasure and Valuables are
being landed at their risk in the
Godowns of the Hongkong
Kowloon Wharf & Godown Co. Ltd.,
Kowloon, whence delivery may be ob-
tained as the goods are landed.Goods not cleared within 7 days in-
cluding date of arrival, will be sub-
ject to rent.All claims must be sent to the un-
derigned before the Thursday, the
9th January, 1930, or they will not be
recognized.Damaged Packages must be left in
the Godowns for examination by the
consignees, and the Company's Sur-
veyor Messrs. Goddard & Douglas at
10.00 a.m. on Monday the 6th January,
1930.No claims will be admitted after
the goods have left the Godowns.
No Fire Insurance will be effected
by us in any case whatever.L. LESDOS,
Hongkong, 31st December, 1929.

WILHELMSEN.

The Norwegian Africa & Australia
Line.The Steamship
"SIMLA"having arrived from Norway via
ports on the 2nd January Consignees
of cargo are hereby notified that all
goods are being landed at their risk
into the non-hazardous, hazardous
and/or extra hazardous godowns of
the Hongkong & Kowloon Wharf &
Godown Co. Ltd., whence delivery
may be obtained. Goods not cleared
after the 9th January, will be subject
to rent.All broken, chafed and damaged
packages are to be left in the godown
where they will be examined on the
8th January, at 10 a.m.No claims will be admitted unless
notified and/or application for survey

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS
LIMITED.From LEITH, MIDDLESBRO',
LONDON and STRAITS.The Steamship,
"DENVRACKIE"Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hongkong & Kowloon Wharf
and Godown Co. Ltd., whence and/or
from the wharves delivery may be ob-
tained.No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 10th January will be subject to
rent.All claims against the steamer must
be presented to the Underigned on or
before the 24th inst. or they will
not be recognized.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
9th January at 10 a.m., by Messrs.
Goddard and Douglas.No Fire Insurance has been effect-
ed.Bills of Lading will be countersign-
ed byGIBB, LIVINGSTON & CO., LTD.,
Agents,
Hongkong, 3rd January, 1930.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 31B, Top Floor, Wyndham St.,
Hongkong.made in writing within seven days
after landing of the goods, or in any
case before the goods are taken
delivery of.Claims will not be recoverable un-
less complete accounts are sent in
within fourteen days of final dis-
charge of vessel.No Fire Insurance will be effected
by us in any case whatever.Bills of Lading will be countersign-
ed byTHORESEN & CO., LTD.,
Agents,
Hongkong, 2nd January, 1930.

RAID FOR OPIUM.

CHINESE REVENUE OFFICERS
CHARGED.Serious allegations were made
against four Chinese Revenue offi-
cers when they appeared before
Mr. Hamilton, at the Central
Magistracy yesterday afternoon,
charged with stealing \$47 from a
Chinese whose hut at Chaiwan
they raided on Sunday morning,
and with demanding money with
menaces. The first accused is
also charged with the additional
theft of \$10 from another man
whom they interrogated in con-
nexion with the same affair.Mr. Somerset Fitzroy prosecuted
for the Crown, Mr. Hin-shing
Lo represented the first accused,
and Mr. F. X. D'Almada, the other
three men. Mr. E. S. C. Brooks
watched the case in the interests
of Chung Kwan, one of the men
whose home was raided.Outlining the case for the pro-
secution, Mr. Fitzroy said that at
about 1 a.m. on Sunday Revenue
Officer Dunlop received informa-
tion from the accused as to the
alleged presence of contraband
opium in a hut at Shaukiwan
West. R.O. Dunlop, who had but
recently joined the Revenue De-
partment, then went with the four
accused to a hut on a hill at Shau-
kiwan, where a search was made.
No opium was found. It was then
alleged that, unknown to R.O.
Dunlop, the first accused took \$10
from Chung Kwan, the owner of the
hut, before leading the latter away
in handcuffs to another hut,
situated at Chaiwan Hill, for the
purposes of another search.As was the case with the first
search, no opium was found, but
an incident was alleged to have
then taken place at this second
search from which one of the
other charges developed.

Complaint Sent In.

It was alleged that, while in
the second hut, the four Chinese
Revenue Officers, concerned in the
taking away of a sum of \$47 from
the owner of the hut, a man nam-
ed Chung Ting.R.O. Dunlop was left in igno-
rance of the matter. When the
party left the hut they returned
to a waiting car and subsequently
drove back to Shaukiwan with
Chung Kwan. They were met by
R.O. Ward, who informed them
that the police were looking for
the Chinese Revenue Officers in
consequence of a complaint which
had preceded them to the district
police station.Revenue Officer Dunlop, the
first witness, said he did not un-
derstand Chinese, and did not
know what transpired as regards
the incidents from which the
charges of demanding and obtain-
ing money arose.On the morning in question, he
was approached, while on duty, by
the second accused who could
speak English, and given to un-
derstand that he was being asked
to take up an investigation.
It was his first case, and after
considering that these matters
should be reported, he carried on
with his other duties until 1.30
a.m. The second accused then
returned, and said that the first
defendant had pressed two other
Chinese Revenue men into service
and that there were now quite a
number of people on the job.

Man in Handcuffs.

They drove away in the car to
a district not very familiar to
witness. After getting out of the
car they traversed broken ground
until at length they arrived at a
hut. The door was opened to
them by a man, who appeared to
be the owner of the hut. A
search was made of the place, but
nothing was found. They left the
hut and went to another one,
taking Chung Kwan, the owner of
the first hut, with them. It was
then that witness noticed Chung
Kwan was handcuffed. Previous
to that he had not known that,
because Chung Kwan appeared to
him to have one hand merely fold-
ed over the other.Arriving at the second hut, they
were met by a man and two old
women. The former made no ob-
jection to his home being search-
ed. Nothing was found, and they
left the place to return to their
car which was left some distance
away. Witness did not then see
Chung Kwan in handcuffs. When
they got near the Shaukiwan
Police Station, they were met by
Revenue Officer Ward, who stop-
ped them, saying that the police
were looking for them.Questioned by Mr. Hin-shing
Lo, witness said that he had every
reason to think that the raid sug-
gested by the second defendant
was a genuine one. Witness did
not speak Chinese, and could only
say that Chung Kwan's behaviour
while the search was being carried
out, was such as to give wit-
ness the impression that he was
denying certain things. Witness
did not see anything being taken
from Chung Kwan. Witness
gathered there was no other
grievance voiced by Chung Kwan
beyond the fact of his home be-
ing raided.

Search of Car Made.

Regarding the pursuance of the
search in the second hut, witness
said he was led by the second ac-
cused to believe that there was
raw opium to be found there. The
first he heard of money being
taken from the owners of the two
huts, was when the party had
gone into the Shaukiwan Police
Station.Revenue Officer Ward testified
that the proper procedure follow-
ed upon the receipt of informa-
tion was for the person receiving
such information to go to Chief
Preventive Officer Clark or, in
his absence, any of the Senior
Officers. On the morning in
question, they received a tele-
phone message from the Shauki-
wan Police Station which led to
witness receiving instructions
from C.P.O. Clark to proceed im-
mediately to Shaukiwan Police
Station to make enquiries.There he waited for the return
of the party who went out on the
raid, meeting them as they got
back in a car. Immediately after
the passengers had got out, wit-
ness searched the body of the
car, and in the pocket of the
door, on the right hand side, he
found some detonators and a
package of 10 cent pieces. He
handed these to Inspector McWal-
ter.Questioned by Mr. Hin-shing
Lo, witness said that no special
reason prompted him to make
a search of the car, except that
it occurred to him and Inspector
McWalter as being the best thing
to do in the circumstances.The hearing was adjourned un-
til Monday.

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down on and after 3rd January.Optional cargo will not be landed
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on from port to port to the final port
of call to which the option extends.All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesdays and Fridays between the
hours of 10.45 a.m. and noon within
the free storage period.No claims will be admitted after the
Goods have left the steamer's Go-
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must be presented to the undersigned
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BUTTERFIELD & SWIRE,
Agents,
Hongkong, 3rd January, 1930.

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AND

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No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 3rd January, 1930.

PETROL EXPLOSION.

SEVERAL CASUALTIES AT A
CALIFORNIAN PORT.

San Pedro, Cal., Jan. 3.

Two persons were killed and
four seriously injured by a petrol
explosion on a launch alongside
the aircraft carrier Saratoga.The explosion ignited some
petrol residue floating around the
Saratoga, and the aircraft carrier's
hull was scorched.—Reuter's Ameri-
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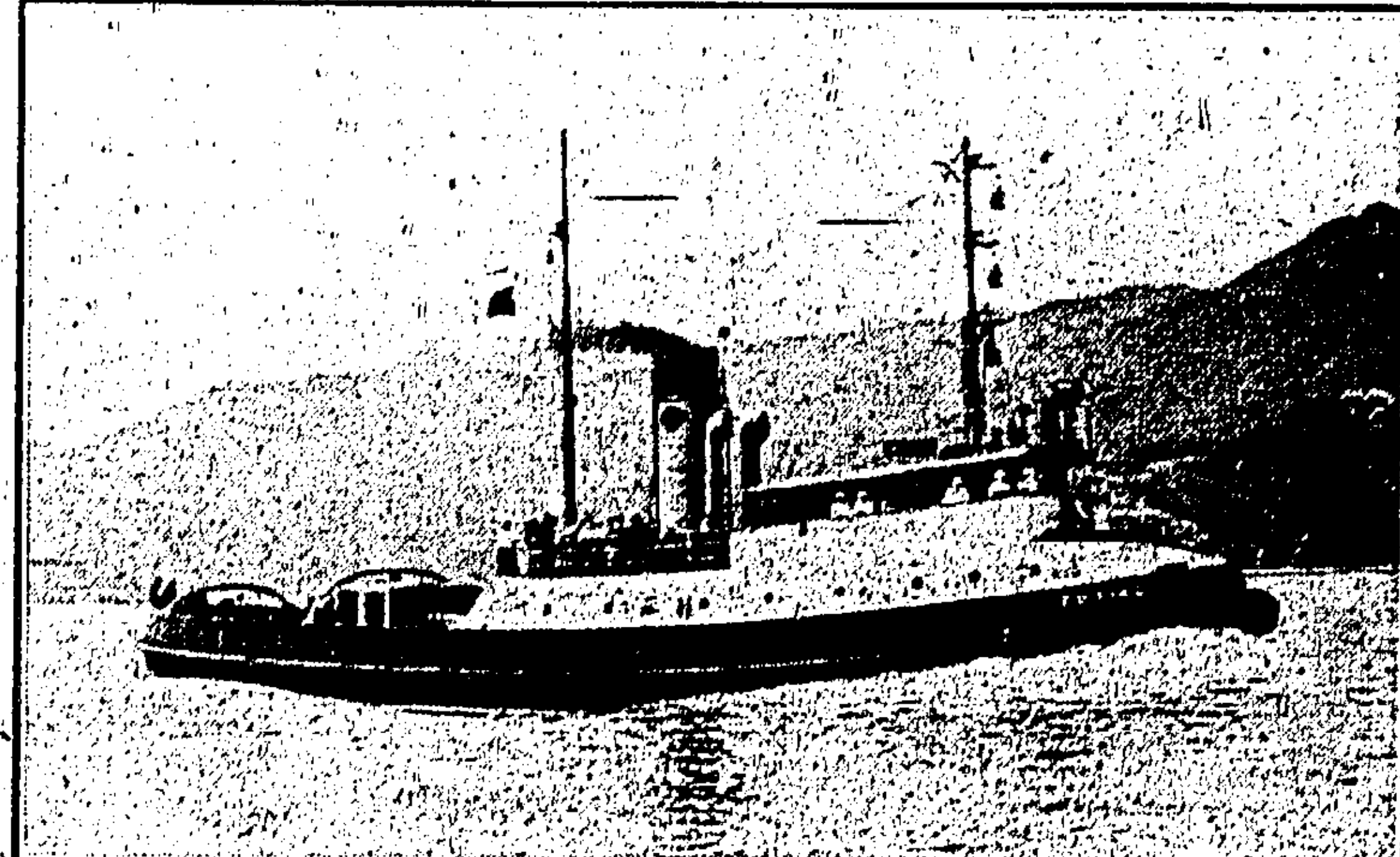
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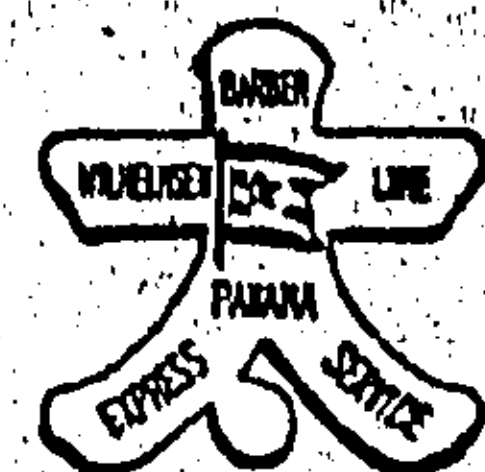
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KHIVA	9,135	18th Jan.	M'les, L'don, R'dm & A'werp
*MIRZAPORE	6,715	22nd Jan.	Straits, Colombo & B'bay
*JEYPORE	5,318	25th Jan.	M'les, L'don, Hull, H'bg, Rotterdam & Antwerp

†Cargo only. *Calle Casa Blanca.

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S. S.	Tons	From Hong- kong (about)	Destination
TALAMBA	8,000	9th Jan. p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	21st Jan.	S'pore, Penang & Calcutta
TALMA	10,000	2nd Feb.	S'pore, Penang & Calcutta
SHIRALA	7,841	8th Feb.	S'pore, Penang & Calcutta
TAKIWA	7,936	18th Feb.	S'pore, Penang & Calcutta
TILAWA	10,000	3rd Mar.	S'pore, Penang & Calcutta

†Calls Rangoon.

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1st and 2nd class passengers. All steamers are fitted with
wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hong- kong (about)	Destination
NELLORE	6,853	31st Jan.	Manila, Sandakan, Thure,
TANDA	6,956	28th Feb.	Island, Townsville, B'bane
ST. ALBANS	4,500	4th Apr.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and
Hongkong to Australia.The P. & O. S.S. Co. Ltd. steamers will also call at Shanghai, H'ko,
Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports on route as
inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co's Steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. French Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London
via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hong- kong (about)	Destination
NELLORE	6,853	7th Jan.	Moji, Kobe, Osaka & Yoko
*KIDDERPORE	5,334	10th Jan.	Kobe only
TALMA	10,000	12th Jan.	Amoy, Moji, Kobe & Osaka
SHIRALA	7,841	18th Jan.	Amoy, Moji, Kobe & Osaka
KARMALA	9,128	18th Jan.	S'hai, Moji, Kobe & Yoko

*Cargo only.

All dates are approximate and subject to alteration without notice.

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Parcels Measuring not more than 24 ft. x 12 ft. x 1 ft. will be

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TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLONBO.

Motor Vessel	From Hong- kong (about)	Destination
"GLENAMOY"	12th Feb.	London
"GLENAPF"	13th Mar.	London
"GLENBEG"	7th May	London
"GLENIFFER"	4th June	London

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	From Hong- kong (about)	Destination
"GLENSHANE"	4th Jan.	Shanghai
"GLENAMOY"	10th Jan.	Kobe
"GLENAGARRY"	30th Jan.	Yokohama
"GLENAPF"	31st Jan.	Vladivostok
"GLENSHIEL"	14th Feb.	Shanghai

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Also sailing through Bills of Lading for United States, Gulf and Atlantic

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Accepting cargo for Singapore and Java ports.

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SAILINGS

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To Seattle & Victoria

Fortnightly sailings on Tuesdays

Pres. Jackson ... Tues., Jan. 14

Pres. McKinley ... Tues., Jan. 28

Pres. Grant ... Tues., Feb. 11

Pres. Cleveland ... Tues., Feb. 25

Fortnightly sailings on Tuesdays

Pr. Pierce ... Tues., Jan. 7, 1 a.m.

Pres. Taft ... Tues., Jan. 21

Pres. Jefferson ... Tues., Feb. 4

Pres. Lincoln ... Tues., Feb. 18

\$120, \$112 Special through rates to Europe via
United States. Direct connections
with all Atlantic lines. Choice of rail lines across United States
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ROUND THE WORLD.Fortnightly sailings on Sunday via Manila, Straits, Colombo, Burz Canal,
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Polk ... Sun., Jan. 12, 8 a.m.

Pres. Adams ... Sun., Jan. 26, 8 a.m.

Pr. Harrison ... Sun., Feb. 9, 8 a.m.

To Manila

Pres. Jackson ... Jan. 4, 6 p.m.

Pres. Polk ... Jan. 12, 8 a.m.

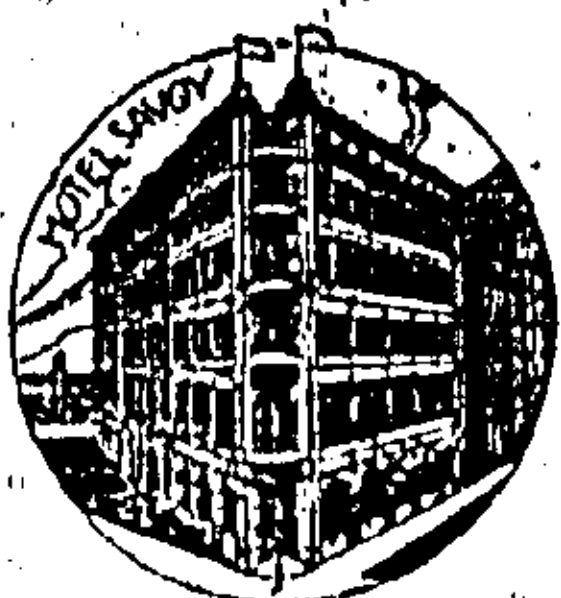
Pres. Taft ... Jan. 14, 6 p.m.

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Cables:—"EUROPE"
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"After dinner
dancing every
Tuesday, Thursday
and Saturday."

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"MALAYA'S NICEST HOTEL"

With beautiful private lawns to the Sea.

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Dinner-dance twice weekly

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AND THE "HIGH STEPPERS"

in popular songs and snappy dances.
MAJESTIC TO-DAY MONDAY
at 2.30, 5.30, 7.30 & 9.30 p.m.
NATHAN ROAD, KOWLOON.

POWERS MEET AT THE HAGUE.

MR. SNOWDEN AND FRENCH PREMIER AGREE.

AMICABLE GATHERING.

The Hague, Jan. 3.
The Chancellor of the Exchequer, Mr. Philip Snowden, and the President of the Board of Trade, Mr. William Graham, the chief British delegates at the adjourned Reparations Conference, arrived at the Hague this morning.

The preliminaries of the session of the conference are due to take place this evening, and will be an open session preceded by a private meeting of delegates of the six inviting Powers to consider the question of procedure.

Later.
M. Jaspar, the Belgian Premier, presided at a half-hour plenary session of the Second Hague Conference, and urged that there should be no waste of time. After brief speeches by other delegates, the conference began its task in private.

Mr. Philip Snowden and M. Tardieu, the French Premier, conferred cordially and it is stated that they are completely agreed on the suggested solutions regarding the application of the Young Plan and also regarding the procedure to be adopted at the Conference.—*Reuter and British Wireless.*

THE C. E. RAILWAY SETTLEMENT.

NEW RUSSIAN OFFICIALS INSTALLED.

Harbin, Jan. 3.
The newly-appointed Chief manager and Assistant Manager of the Chinese Eastern Railway, both Russians, were formally installed at Harbin on December 31st.

The rigid Martial Law enforced for several weeks at Harbin has been cancelled since the New Year's Day and railway communication on the Chinese Eastern Railway between Harbin and Khabarovsk and beyond has been resumed.

General Chang Hsueh-ting has addressed a telegram to Nanking asserting that 1,200 Soviet prisoners at the various concentration camps in Manchuria have been released after due examination by the Chinese authorities at Harbin, who are satisfied that they were not Communists.

The 1,200 prisoners included the whole Soviet staff of the Chinese Eastern Railway who had been detained for several months. The 37 alleged Soviet Communist members detained by the Harbin Police at the Soviet Consulate Office have also been set free.

YEN HSI-SHAN AT CHANGCHOW.

ACTION AGAINST HONAN REBELS.

Shanghai, Jan. 3.
The war situation in Honan has taken a new turn consequent on the arrival at Changchow of Marshal Yen Hsi-shan this morning to assume command of the Nanking troops in the suppression of the rebel army under General Tang Seng-chi.

Nanking reports state that of the thousands of rebel troops, under Tang Seng-chi in Honan, over 8,000 have been either killed or wounded, and that only three Regiments have been able to preserve their existence. The whereabouts of Tang Seng-chi are not known, but it is believed that he is not with the main body of his troops.

Nanking Government forces are anticipating the capture of Hsuehchang at any moment.

FORMER FINANCE COMMISSIONER.

CHINESE OFFICIAL ARRIVES IN HONGKONG.

Formerly the Finance Commissioner of the Kwangtung Provincial Government, Mr. Koo Ying-fan arrived in Hongkong, en route to Canton, this morning on board the President Jackson from Shanghai.

There are rumours concerning the possible appointment of Mr. Koo as Civil Governor of Kwangsi, but Mr. Koo was reticent this morning when approached by Pressmen on the subject of his mission. It is understood that Mr. Koo will spend some time in Kwangsi looking after rehabilitation work both financially and politically before returning to Nanking, where he is acting as Chief Secretary to the State Council.

JAPANESE NAVAL ATTITUDE.

NOT QUESTIONING NEED FOR SINGAPORE BASE.

CRUISER STRENGTHS.

London, Jan. 3.
Mr. Reijiro Wakatsuki, the principal political figure in the Japanese delegation to the London Naval Conference, gave an interview to Reuter's representative to-day when he reiterated, in a nutshell, the standpoint taken up by Japan with regard to the limitation of naval armaments.

Japan, he said, is ready to reduce, but the first essential is international naval equilibrium.

Japan is also ready to prolong the present age-limit of capital ships. She does not favour the abolition of submarines, but is prepared to discuss the question of their limitation, particularly the limitation of certain types.

More than anything else, Japan desires a ratio of 7 to 10 in auxiliary vessels and not of 3 to 5 as in the case of capital ships. Mr. Wakatsuki was adamant as regards this demand, saying that Japan must have a seventy per cent. ratio of the Power having the most numerous of the bigger cruisers.

Japan is not disposed to raise the question of the Singapore Base.

She favours the doctrine of the freedom of the seas, but agrees that international law on this point is most intricate.

Mr. Wakatsuki presupposes that any decisions reached in London will be immediately effective. Japan will loyally abide by them.—*Reuter.*

Y.M.C.A. DEBATE.

HAS LABOUR JUSTIFIED ITS RETURN?

Departing for the occasion from their policy of non-political discussions, the European Y.M.C.A. Literary and Debating Committee will hold a debate on January 16, the subject of which is "Has the Labour Party Justified its Return to Power?"

Ladies are invited to the debate as the guests of residents and members, and special catering arrangements have been made in order to make the function a popular success. The subject is certainly one of the most controversial that could have been chosen, and it is hoped that wide interest throughout the Colony will be aroused.

So far, the committee has not reached a decision as to what members will take part in the debate, but it is understood that Mr. J. H. Hunt has been selected to lead the affirmative. Mr. Hunt is widely known as one of the most experienced debaters in the Colony, and the difficulty at the moment is to find someone to oppose him. The object of the committee is to find coming debaters for whom tuition and experience is available. It is this circumstance that will make the debate even more interesting as the prospect of new blood is an appealing one.

Just now the members of the Committee are devoting much time to preparing for the debate and it is likely that a sub-committee will be appointed to make adequate arrangements for the reception of the many guests who are expected. A number of invitations are already out for the debate, but many more will be issued by individual members during the next week.

TENDERS ACCEPTED

THE LATEST GOVERNMENT LIST.

The Gazette notifies the acceptance of the following tenders:

Messrs. Standard Oil Co. of New York, for the supply of compounded engine oil, cylinder oil, superheated cylinder oil, engine oil and axle oil to the Kowloon-Canton Railway during the year 1936.

Messrs. Asiatic Petroleum Co. (South China), Ltd., for the supply of Dynamo Oil and Motor oils to the Kowloon-Canton Railway during the year 1936.

Messrs. Kwong Hip Lung & Co., \$1,350 for the repairs of S/L G.P.O. 2.

Messrs. Sang Lee & Co., for the maintenance, repair, etc., of Government buildings in the Colony of Hongkong and Kowloon during the year 1936.

Messrs. Chung Lee & Co., for the maintenance, repair, etc., of Government buildings in the New Territories during the year 1936.

COMING ROYAL WEDDING.

BELGIAN PRINCESS LEAVES FOR HOME.

MANY PRECAUTIONS.

Brussels, Jan. 3.
Princess Marie Jose, who is shortly to be married to Crown Prince Humbert of Italy, left for Rome to-day, accompanied by their Majesties the King and Queen and her brother, in a Royal train of unrivalled splendour.

Thousands of people lined the streets and expressed the liveliest interest in the Princess's romance, especially in view of the recent attempt on the life of Prince Humbert.

There are many rumours of plots, and the strongest precautions are being taken. The line is being closely patrolled, and the train is preceded by pilot engines.

Two special trains are conveying the guests to the wedding.—*Reuter.*

DUE TO ARRIVE.

PASSENGERS ON THE S.S. KITANO MARU.

The following passengers are due to arrive from Singapore on the 7th inst per S.S. Kitano Maru: Mr. and Mrs. C. Godward, Mr. N. Kawamura, Mrs. Mundy, Mr. A. W. W. Salter, Mr. T. D. W. Brown, Mr. W. Duncan, Mr. S. V. Gash, Miss M. Johnson, Mr. Kirschner, Mr. D. S. Marshall, Mr. G. N. Moore, Mr. N. J. Rush, Mr. W. B. Sheppard, Dr. R. Sorge, Mr. Weingart, Mr. and Mrs. H. Ashida, Miss M. Ashida, Master J. Ashida, Master T. Ashida, Mr. Z. Kamiya, Mr. T. Kimura, Miss M. Mitsuoka, Mr. and Mrs. Gilbert, Miss L. Bryan, Miss A. Donati, Lt. Col. A. Fujiwara, Eng. Comdr. K. Iwamoto, Mr. and Mrs. M. Kashima, Miss I. Kashima, Miss Y. Kashima, Lt. Gen. H. Kurosaki, Constructor Lt. Comdr. and Mrs. N. Masukata, Comdr. G. Miyata, Mr. A. D. Morrison, Capt. H. Sato, Comdr. T. Sugiyama, Mr. and Mrs. T. Takenouchi, Mr. T. Tani, Col. T. Watanabe.

LATE MRS. HARKER.

FUNERAL AT HAPPY VALLEY.

A number of friends of the late Mrs. Harker attended the funeral which took place at the Protestant Cemetery yesterday evening, the burial being in the old residents' section.

The Very Rev. Alfred Swann officiated, and, among those present were Mr. Frank Austin, as chief mourner, Messrs. Sykes, F. H. Losely, T. M. Hazlerigg, E. Ralphs, Stuart-Smith, Konsul H. Gipperich (Consul General for Germany), J. H. Seth, Blackett, Lambellet, M. and Mme. G. Cavillier, the Misses Laureiro, Miss Oliver, M. and Mme. Lecot, Mrs. and Mrs. Jensen, Mr. and Mrs. Felder, and others.

Many wreaths were laid on the grave from relatives and personal friends of the deceased lady, including wreaths from all those who attended and from a number of other sympathisers.

BANK RETURNS.

NOTES & SPECIE FIGURES FOR DECEMBER.

The returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 31st December, 1935, as certified by the Managers of the respective Banks are:

Banks	Average Amount	Specie in Reserve
Chartered Bank	17,164,828	7,000,000
Oversea-Chinese Bank	12,638,038	80,000,000
Mercantile Bank	1,225,465	750,000
Total	310,128,331	48,750,000

In addition Sterling Securities are deposited with the Crown Agents valued at £1,225,000.
In addition Securities deposited with the Crown Agents and Straits Government valued at £2,218,700.
In addition Securities deposited with the Crown Agents valued at £160,000.

POLICE TITLES.

NEW DESIGNATIONS NOW IN FORCE.

It is notified that in accordance with the provisions of the Police Force Ordinance, 1900 the following appointments will take effect as from and including the 1st January 1936:

Inspector General of Police—The Hon. Mr. E. D. C. Wolfe, C.M.G.

Divisional Superintendent, Hongkong—Mr. P. P. J. Woods, house, C.I.E.

Divisional Superintendent, Director Criminal Investigation—Mr. T. H. King.

Divisional Superintendent, Kowloon—Mr. D. Burlingham.

ENTIRELY IN AMAZING TECHICOLOUR AND SOUND.

THE VIKING



IN FOX MOVIE TONE NEWS
THE "SARATOGA" QUEEN OF U. S. NAVY
IN ACTION.
THE NAVY LOSE TO NOTRE DAME BEFORE 80,000.
HEAR THE MUEZZIN'S CALL TO PRAYER

THE KENTUCKY JUBILEE SINGERS' REDEMPTION OF
"DEEP RIVER"
"CARRY ME BACK TO OLD VIRGINY"
"WE'LL SHOUT OVER GOD'S HEAVEN."

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QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 and 9.20.

With
NILES ASTHER
DOROTHY SEBASTIAN
JOHN MACK BROWN.

GARBO'S LATEST!

Garbo
The Single Standard

AT THE
WORLD FINAL SHOWINGS TO-DAY
at 2.30 & 7.15 later at 9.15 & 9.50 Orchestra.

A MODERN COMEDY OF LOVE, LAUGH AND THRILLS

MARION DAVIES
in a thrilling comedy-drama of the West-to-day

ZANDER the GREAT
The most spectacular film ever screened with Marion Davies in her greatest role.

AT THE
STAR FINAL SHOWINGS TO-DAY